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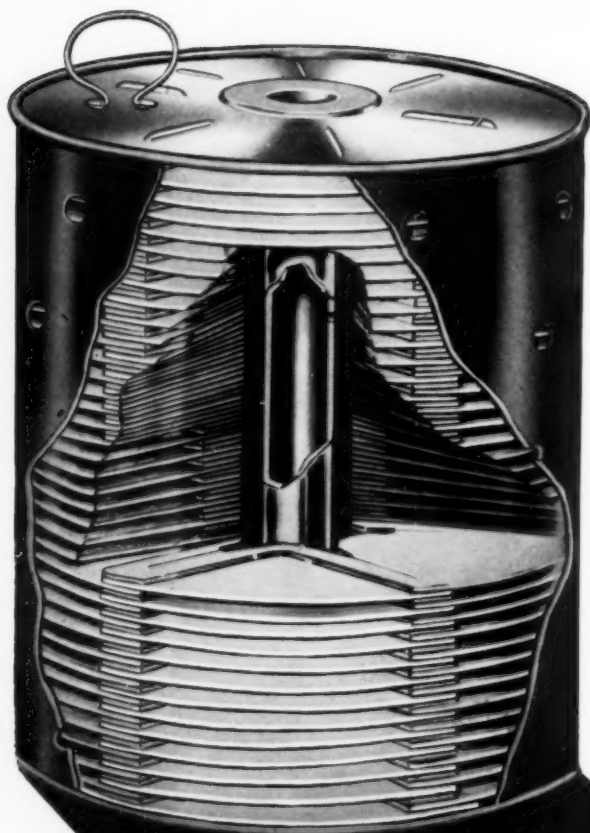
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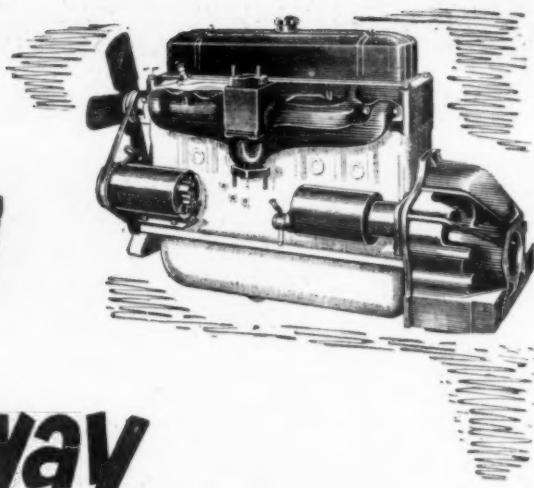


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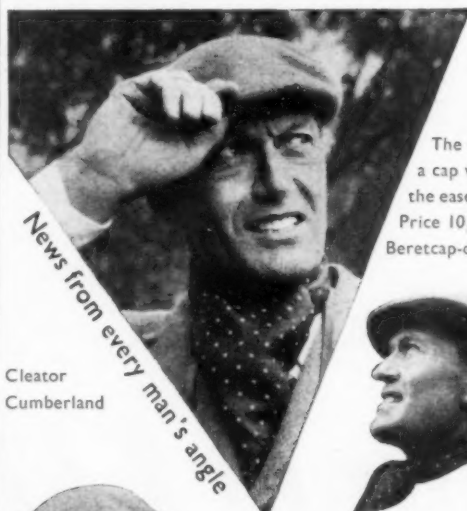
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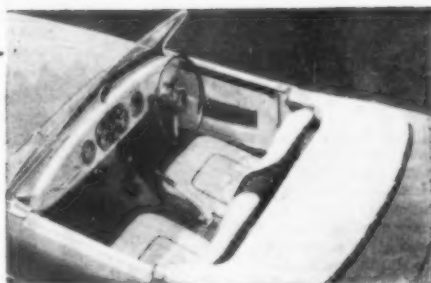
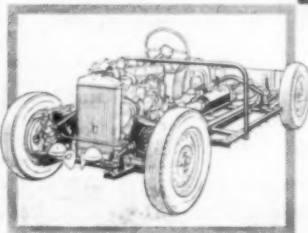
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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.



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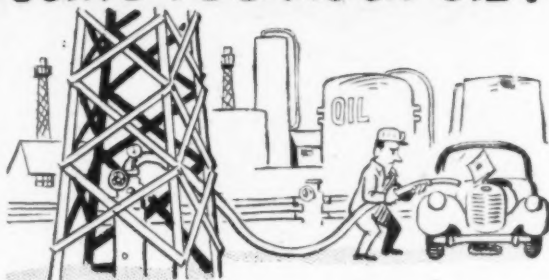
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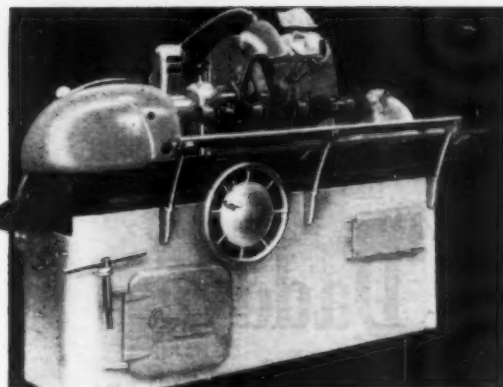


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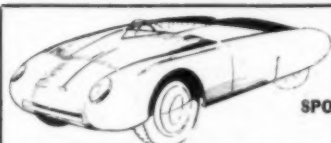
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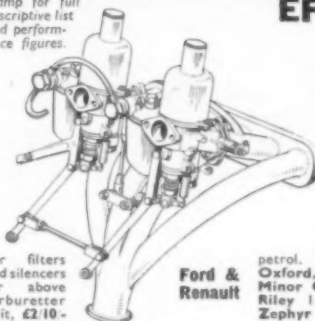
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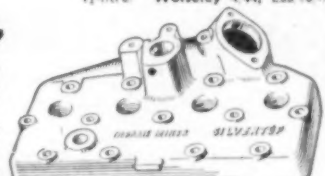
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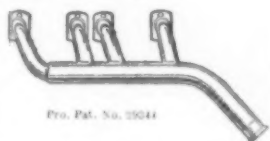
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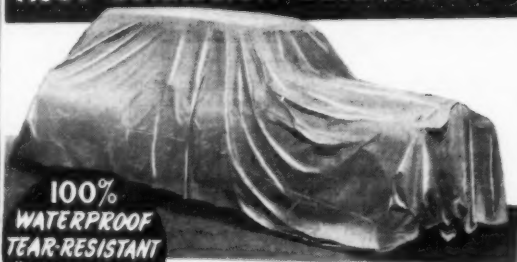
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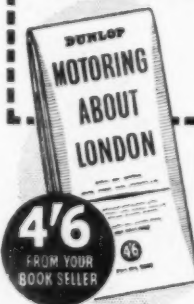
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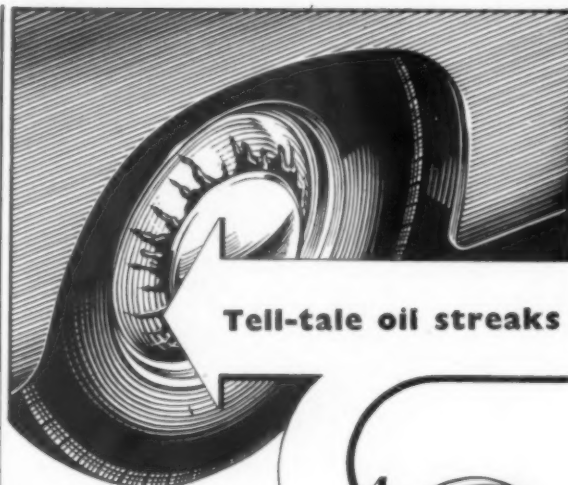
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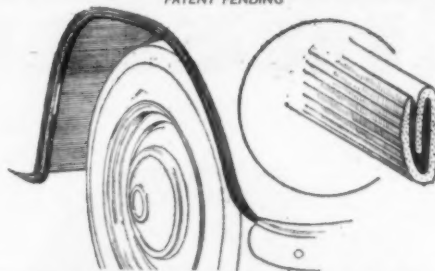
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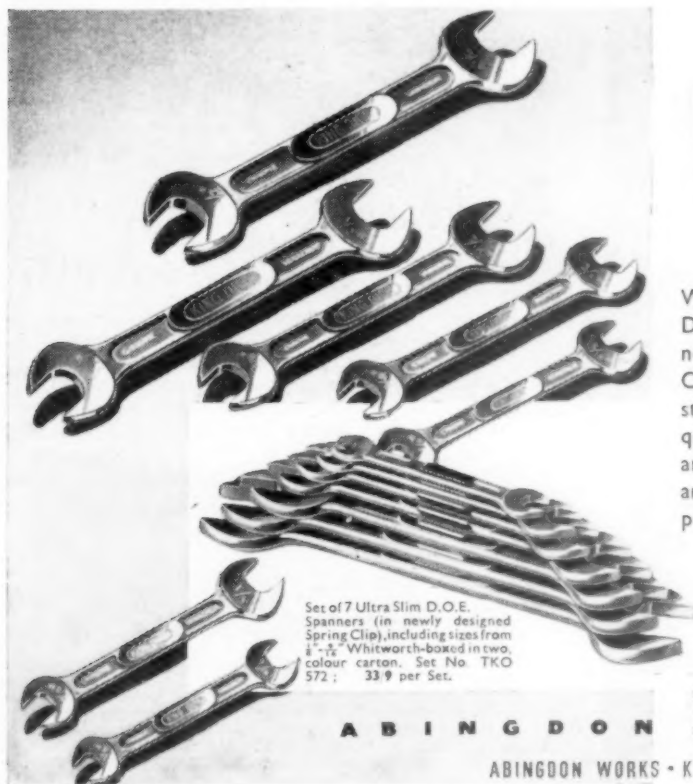
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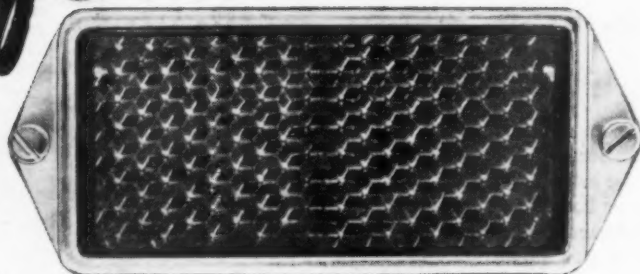
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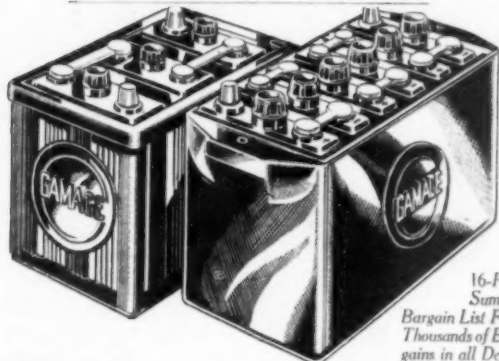
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The Autocar

FOUNDED 1895

No. 3058

Friday, 9 July 1954

Vol. 401

Used Car Guarantees

AS potential buyers, the public will welcome the manufacturers' backing of used-car guarantees which has been established by Vauxhall and the British Motor Corporation. This is a useful assurance of the worth of the vehicle and of the standing of the dealer appointed under the scheme, though used-car dealers who have for many years operated their own guarantee schemes may have some cause to feel aggrieved; the positive entry of the manufacturer into this field tends to cast depreciation on those already in it. The British Motor Corporation chairman drew attention to this tendency by his reference to the "less scrupulous individuals" who have not always dealt honestly in used cars. That such exist there is, unfortunately, no doubt. Very many used-car firms have, however, a solid reputation built up over many years of honest trading, and these will continue to enjoy the prestige which they have earned amongst motorists; moreover, their guarantees are likely, by the fact that they deal with the few cars rather than the many, always to prove more attractive than the necessarily generalized one offered through the manufacturer.

The new offers, coming from such sources, are in obvious anticipation of the competition that will soon exist; where moves in such competition are to the advantage of the buyer—as they mostly are—they are to be welcomed. No one who attempted to buy a car in the seller's market era immediately after the war will want such "organized" trading ever to return. The only organization needed in motoring is that of efficiency, which includes reliability, and the used-car guarantee is a means towards that end.

Second Thoughts

NOT even the wildest enthusiast for everything American can be convinced that the bench-type front seat has earned its place on the smaller British cars. This idea, let it be freely stated, was one of several slavishly copied from transatlantic cars during the years immediately after the war. It is time that it was returned to them with thanks.

In the large American cars, which have overall widths between 75 and 80 inches, the bench front seat has the excellent attribute of seating three people abreast; with British cars, the majority of which are at least a foot narrower, this idea is ludicrous and the *raison d'être* of the bench remains only the opportunity it provides for safe exit on the left side. A small child may admittedly be squeezed into the central position; on the other hand, small children are best kept well away from the driver.

The effects of centrifugal force on the unhappy front-bench passenger are well known; perhaps manufacturers are unaware that British roads curve rather more than American, and that British cities are not laid out on the block pattern? Moreover, the settling of seat cushion and back rest, inevitable in the driving position, spreads along the bench to the passenger seat instead of being restricted to the driving position as it is with separate seats. There are other bench irritations; different leg lengths and preferences between passenger and driver are not accommodated, and the achievement of this by a split bench is an unsatisfactory compromise. After long use, the split in the bench has some affinity with a Himalayan crevasse.

Both designers and motorists in general are inclined to view innovations too much from the point of view of the driver. The latter, firmly anchored by the steering wheel, may well find the bench a useful parking place for newspapers, gloves, maps and other oddments of travel; the passenger, sliding about amongst the bric-à-brac, wonders irritably why the driver corners so fast.

If the bench seat could be sent back to where it belongs, the chances would improve of getting rid of the steering column gear lever. But perhaps it will disappear of its own accord now that the Americans are so devoted to automatic transmissions.

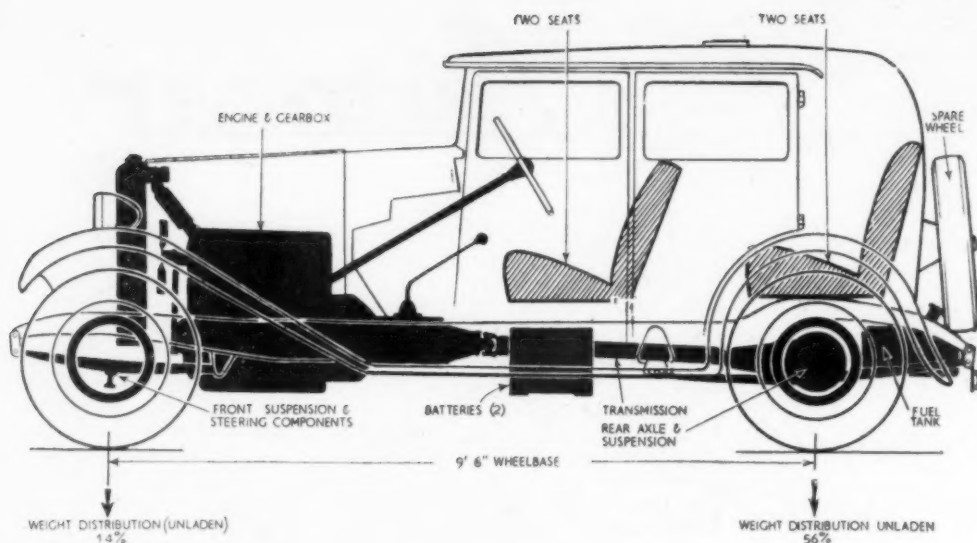


Fig. 1 shows the general layout of the basic components of a car built in the early '30s. The engine was set well back in the frame, while the rear passengers were seated high up over the axle.

At only very infrequent intervals is it possible for a designer to sit down with a completely clean sheet of paper and start to create a car that is brand new from end to end. For the rest of the time it is often necessary to use one or more of the existing units produced by his company. For example, it may be thought desirable to extend the range of cars produced by the addition of a sports car, but it is quite likely that this could be produced at a competitive price only by using components such as the engine or suspension units used in other models produced by the company, building them into a new chassis and designing a new body. If this is done, the problems involved are in many ways similar to those which the backyard sports car builder comes up against when he is building his "special," using a hotbed-up super-X engine and fitting it into a short and stiffened YZ chassis.

There is more than one way of building a car, and there is also more than one way of obtaining the desired performance, which will depend on the purpose for which the car is built. The first thing that must be decided is the type of car that is required; for example, is it to be a trials special; is it to comply with any particular competition regulations;

WEIGHT TO EFFECT OF COMPONENT ARRANGE

is it to be made as simply and cheaply as possible; is more performance or more body space required without increasing the overall dimensions of the existing model? It is the answer to these fundamental considerations that decides the initial items of specification, items which may have to be modified slightly as the design takes shape, and there are very few designs that do not need to be modified in order to produce the best working compromise.

A car is a machine for moving driver, passengers and luggage from place to place; all cars do this but they vary considerably in the way that they do it and in the useful load that they carry. Before deciding on important items such as engine size and gear ratio, it is first necessary to decide on the type of car, how many persons it is to carry,

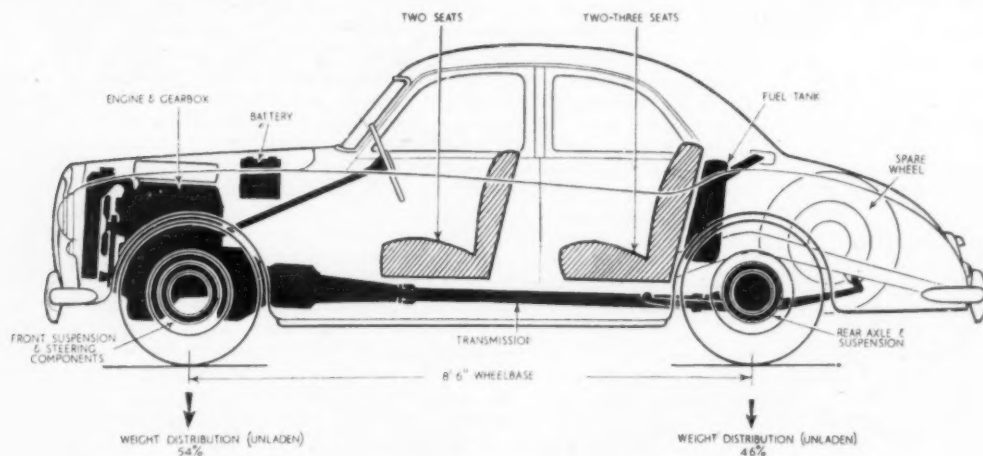


Fig. 2 shows a modern design with the engine placed well forward, both front and rear seats being comfortably within the wheelbase.

and its required maximum speed. In other words, a given weight is required to be moved at a given speed, and to do this a mechanism must be provided to overcome the resistances to motion that are known as the rolling and wind resistances. Further, in order to reach the desired maximum speed, the mass must be accelerated, and all other things being equal, the car with the best power-to-weight ratio will have the best acceleration.

The next problem is to make certain that the weights of the various items that make up a laden car are placed so that the resultant loading produces a vehicle that is directionally stable. It is no use making a car that has a very high potential maximum speed if it also has a strong tendency to face the opposite direction at the slightest provocation. There is nothing really new about directional stability, and in the days of bows and arrows it was found that the hunter became very hungry if the pointed end of his arrow was not heavier than the tail.

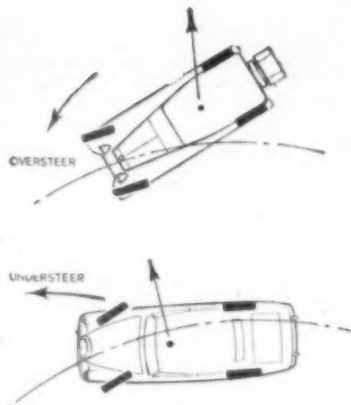
High efficiency and good performance are of very great interest to all road users, and although the word performance is often associated with sports cars, it is also very important to the family car user when expressed in terms of miles per gallon. By reducing the weight of a car the engine has a smaller mass to accelerate, and the brakes have a correspondingly smaller mass to decelerate, and as the engine has less work to do it will require less fuel. Although it is possible to reduce the weight of the mechanical components by improvements in technique and materials, it is not possible to reduce the weight of the passengers, the amount of luggage that they wish to carry, or the weight of a gallon

The modern car, with its relatively high percentage of weight on the front wheels in the unladen condition, has good directional stability and is less likely to have a change in steering characteristics when it is fully laden. On the other hand, the car that is tail-heavy will tend to oversteer.

of the car, so that when it was fully laden the load carried by the rear wheels would be considerably greater than that on the front ones.

With the modern car the power unit has been moved well forward, the front of the engine being well in front of the wheel centre line, with the result that in the unladen condition the front wheels carry most of the load.

There is no one thing that can be said to be the most important step in the train of development that has transformed the car of the '30s into the car of today, as all the changes that have taken place have either been influenced by, or are complementary to, some other change that may

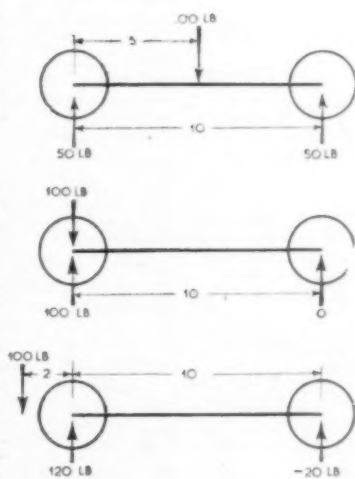


THE FORE

By JOHN RABSON, A.M.I.Mech.E.

MENT ON WEIGHT DISTRIBUTION AND THUS ON FUNDAMENTAL DESIGN

Fig. 3. These three diagrams show how weight distribution can be altered by varying the position of the applied load.



of fuel. Further, seating space for up to six people is often found in cars with overall dimensions similar to those of four-seater cars in previous decades, and fuel tank capacity and enclosed luggage space have also been increased; consequently, the possible variation in loading between the one-up and fully laden conditions can change considerably.

As the total weight of the car is reduced, so the proportion of the all-up weight provided by the passengers, luggage and fuel is increased, a factor that does not simplify suspension problems. These are further complicated by the reduction of total weight, unless the weight of the unsprung masses can also be reduced. If this is not done and the overall weight of the unsprung mass is very low, there will be a tendency for the tail to wag the dog.

Fig. 1 and Fig. 2 show the basic differences in layout between a medium sized car produced in the '30s and its present-day counterpart. It can be seen with the pre-war car that there was very little weight in front of the front axle but a considerable amount of weight towards the rear

have taken place for another reason. For example, one of the most important problems in car design is to provide a smooth ride that is comfortable for all occupants, at all speeds, and over all types of road surface. To achieve this it is necessary to use a relatively soft suspension and this requires quite large permissible wheel movements. With a beam front axle layout, trouble from the phenomenon known as the "shimmy cycle" would be more likely with a soft suspension. This led to the introduction of independent front suspension which eliminated shimmy and enabled the full bump to full rebound distance to be increased, but it also permitted the complete revision of the front end layout, because the abolition of the front axle beam allowed the engine to be placed much farther forward and lower down in the chassis, it being no longer necessary to provide clearance to permit the movement of the centre section of the beam.

By moving the engine forward the load carried on the front wheels is increased, with corresponding reduction in the load carried by the rear wheels. Having moved the engine farther forward it is also possible to move the front seats nearer to the front of the car, and to shift the rear seats from a position above the rear axle to a much more comfortable place well within the wheelbase. The fuel tank can also be placed in the position previously occupied by the rear passengers, a modification which further reduces the load on the rear wheels and at the same time enables the luggage locker capacity to be increased. The repositioning of the rear seats so that they are well within the wheelbase also enables the seat height to be reduced, a factor which tends to lower the centre of gravity of the laden car, and also permits a better streamlined body shape.

The desirable unladen weight distribution will depend on the type of car and the possible variation in load between the laden and unladen conditions. One of the most important things to avoid is a serious change in the handling characteristics with a relatively slight change in loading. This can sometimes be offset to a certain extent by altering the tyre pressures, but the thing to be avoided at all costs

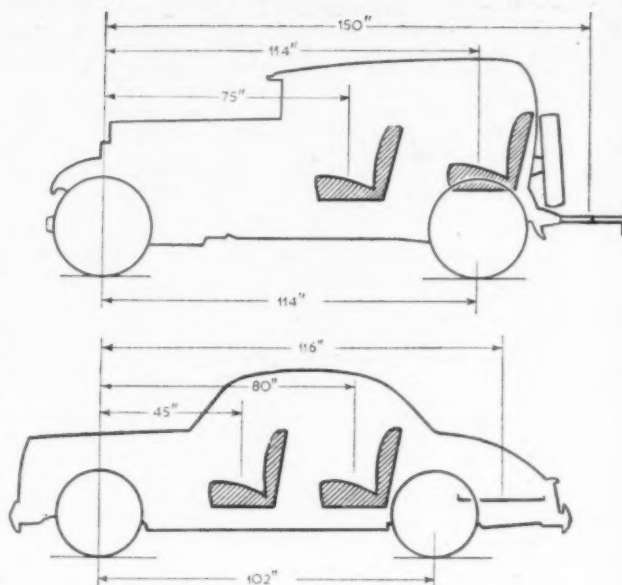
These two diagrams show the dimensions of the vehicles used to determine the change of weight distribution brought about by variation in passenger load as shown in the table. In both cases the average weight of a passenger is considered as 150 lb and the weight of the luggage as 100 lb.

WEIGHT TO THE FORE continued

is a car that has a desirable understeer characteristic when it is driven one-up from Monday to Friday, but has a very marked oversteer tendency when all the family are taken out at the week-end. In a similar way with the sports or racing car, although there is not a large variation in passenger loading, the total weight of the car may vary considerably with a change in the amount of fuel carried, and if all the fuel is carried in tanks behind the rear wheels its effect on weight distribution can be considerable. One method of overcoming this particular difficulty can be seen in the new Grand Prix Lancia cars, on which twin fuel tanks are carried on outriggers on the sides of the body between the wheels.

If the weight distribution is arranged so that the front of the car is considerably heavier than the rear when it is unladen, to prevent it from being tail heavy when it is fully laden, another problem may arise, that of obtaining adequate adhesion between the rear wheels and the road when the car is driven on slippery roads with no passengers or luggage. It is, therefore, necessary to strike a balance and provide the best compromise so that there is a minimum amount of change in steering qualities, yet at the same time provide satisfactory rear-wheel adhesion for a lightly laden car. The ideal solution would be to arrange for any variation in passenger loading and luggage to affect equally both front and rear wheels. This is often difficult to arrange on a passenger car, although, as previously mentioned, it is possible as regards the fuel tank arrangement on a racing car.

By how much is it necessary to alter the positions of the

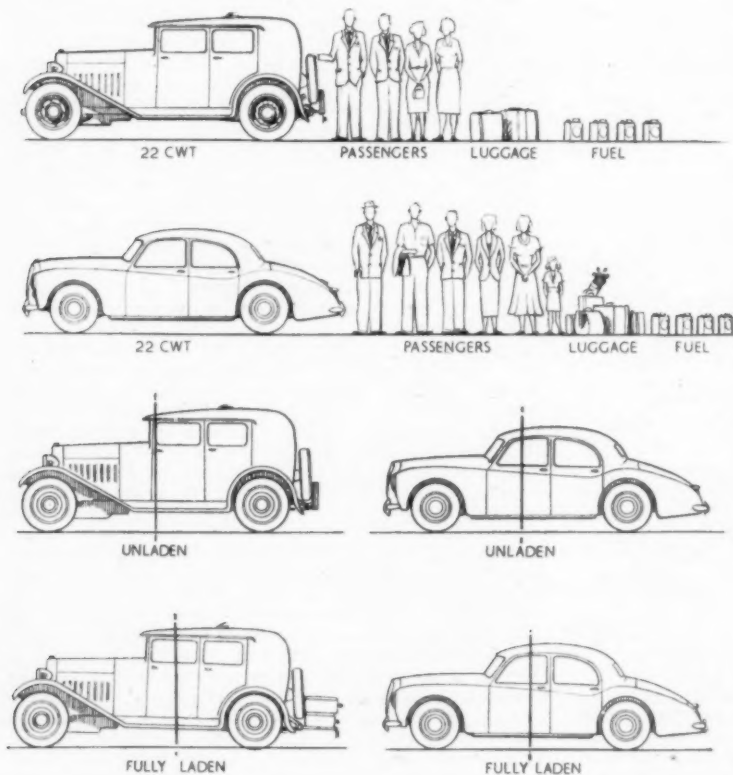


various major components in order to make any noticeable change in the weight distribution, and what weight distribution should be aimed at? The effect of moving the position, and consequently the centre of gravity, of one of the major masses can be seen by the three simple diagrams in Fig. 3. In the first a load of 100 lb is placed midway along the beam (or chassis); consequently half the load (50 lb) is carried by the front wheels and half by the rear. As the load is moved forward so the percentage on the front wheels will be increased and the percentage on the rear wheels reduced until, when it is acting directly over the front wheel centre line, all the load will be carried by the front wheels.

In the third diagram the load is shown acting well in front of the front-wheel centre line, and the effect is a little more complex, but the reactions on the wheels can be calculated in a very simple manner by taking the moments about one of the reaction points. A moment can be expressed in terms of lb-in (pound inches) or any other convenient units of weight and length, and is a force multiplied by a distance at which it acts. Taking moments about the rear axle centre line we have a force of 100 lb acting at a distance of 10 plus 2=12ft; therefore, the moment acting in an anti-clockwise direction is $100 \times 12 = 1,200$ lb ft. For the system to remain in equilibrium the anti-clockwise moment must be balanced by the clockwise moment. Therefore, 1,200 must equal $10 \times R_f$ where R_f is the reaction at the front axle centre line;

$$\text{therefore } R_f = \frac{1,200}{10} = 120 \text{ lb.}$$

Modern body layout has enabled up to six passengers to be carried in a car with overall dimensions similar to those found on a four-seater car in previous years. The enclosed luggage space is also considerably larger. Respective shifts of the centre of gravity are indicated.



Taking moments about the front wheel centre line, it is found that the load on the rear axle required to maintain equilibrium is 20 lb but acting in the opposite direction to the reaction on the front wheels; in other words, the effect of placing the weight in front of the front wheel centre line is to increase its effect on the front-wheel loading by 20 lb (from 100 to 120), and to reduce the rear-wheel loading by a similar amount, and, assuming that no other loads were applied to the chassis, it would be necessary to apply a load of 20 lb at the rear axle centre line to balance the system. If it was desired to place the additional balancing load within the wheelbase instead of at the axle centre line, it would need to be greater than 20 lb; if it were placed behind the rear-axle centre line it could be less than this amount. From these simple illustrations it can be seen that weight distribution can be varied considerably by altering the position of the major components.

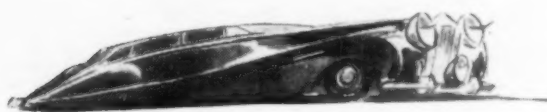
To determine the correct position of the components to provide a given weight distribution it is necessary first to determine the weights and centre of gravity positions of all the units, and when this is done the weight distribution in relation to their layout can be calculated by taking moments. The illustrations (page 38) of the layout and weight distribution of a present-day car and a model produced in the

Condition	Car A				Car B			
	Total Load	Front Axle	Rear Axle	Per cent Front	Total Load	Front Axle	Rear Axle	Per cent Front
Unladen	2,464	1,088	1,376	44.16	2,464	1,332	1,132	54.08
Driver only	2,614	1,139	1,475	43.58	2,614	1,416	1,198	54.17
2 in front	2,764	1,190	1,574	43.05	2,764	1,500	1,264	54.28
1 in front 1 in rear ..	2,764	1,139	1,625	41.22	2,914	1,584	1,330	54.37
1 " 2 "	2,914	1,139	1,775	39.09	2,764	1,448	1,316	52.42
1 " 3 "	2,764	1,139	1,625	41.22	2,914	1,480	1,434	50.79
2 " 1 "	2,914	1,190	1,724	40.83	3,064	1,512	1,552	49.35
2 " 2 "	3,064	1,190	1,874	38.84	2,914	1,532	1,382	52.58
2 " 3 "	3,164	1,159	2,005	36.62	3,064	1,564	1,500	51.04
and luggage								
2 in front 3 in rear ..					3,214	1,596	1,618	49.66
3 " 1 "					3,064	1,616	1,448	52.73
3 " 2 "					3,214	1,648	1,566	51.9
3 " 3 "					3,364	1,680	1,684	49.94
and luggage					3,464	1,666	1,798	48.08

The figures shown in this table do not apply to any particular car but are used to illustrate the general trend. It can be seen in car A that the change in weight distribution brought about by four passengers and luggage is much greater than that shown on the modern car (B) which can carry up to six persons and luggage.

'30s show how development has taken place. There is a much smaller change in weight distribution between the unladen and laden conditions on the modern car by reason of its forward seating layout, yet it is able to carry more people and more luggage.

The designer is very much in the position of the responsible adult arranging a large number of children on a seesaw so that it will remain in balance even if one or two of the smaller members turn up late.



CARS CAN TALK

You May Learn a Lot by Listening

EVERY so often a friend comes chugging along in a car which "is not pulling as well as it did." And that is profoundly true judging by the fearful sounds which are emanating from the engine. There is agreement on that at least, but subsequently there is a definite difference of opinion about the justification of the final line of figures on the bill, with high words passing between the parties of the first and second part, rising to levels of intense heat.

But all this might have been a mere matter of slight adjustment if the owner had realised that engines, chassis, and all other working mechanisms really talk; true, there is no guarantee that you will understand if you listen but machinery, after all, is almost human and will quickly complain if overworked. If it does not feel well, then it will strongly object to work of any kind, however light. Woe betide him or she who turns a deaf ear to the heart rending wail of any punished mechanism; in time they will accumulate bills of astronomical proportions.

One recent example of such a person is the owner who complained that the engine of his car seemed rougher than usual. Cross questioned, he admitted that he had noticed a rather odd sort of ticking noise fifty miles ago. He was in a hurry, though, and he took no notice. When the engine was restarted and revved up, there was a very pronounced high speed tick. The engine was cut immediately and the dipstick was removed. Along its shining length there was no sign of oil. This, said the owner, was inexplicable. Had he not filled the engine with oil only two days ago? No excuse would alter the fact that a big-end bearing had run and would have to be replaced. The only consolation which could be offered was the providential cry from the pained engine that all was not well; without that the owner would have been presented with a battered connecting rod, viewed through a ready made window in the crankcase.

There are a hundred similar examples. A curious soft click used to tell me that one of my spring dampers was in trouble. A high pitched whine warned me that the rotor arm needed attention, and so on. The exhaust of an engine is another good guide. If the mixture is too rich, the note will sound dull and will lack snap. A general woolliness will normally mean that a valve needs attention. Spitting or popping noises will advise the driver that the mixture is too weak. These sounds are simple to understand. There are many others much more delicate.

The pleasant rhythm of an engine when it is accelerating well is quite different from the noise made when something is slightly amiss. These tell-tale noises are apart from the ghostly uncertainty about the way the car steers, or the snatch of a brake needing adjustment. Experience comes into it, naturally, or you will spend your life looking for non-existent trouble. It is knowing the difference between imaginary and real trouble that counts. It is worth cultivating an understanding of the language your own car speaks. It will talk to you during long night journeys and assure you that all is well; comforting on a moorland road at 3 a.m.

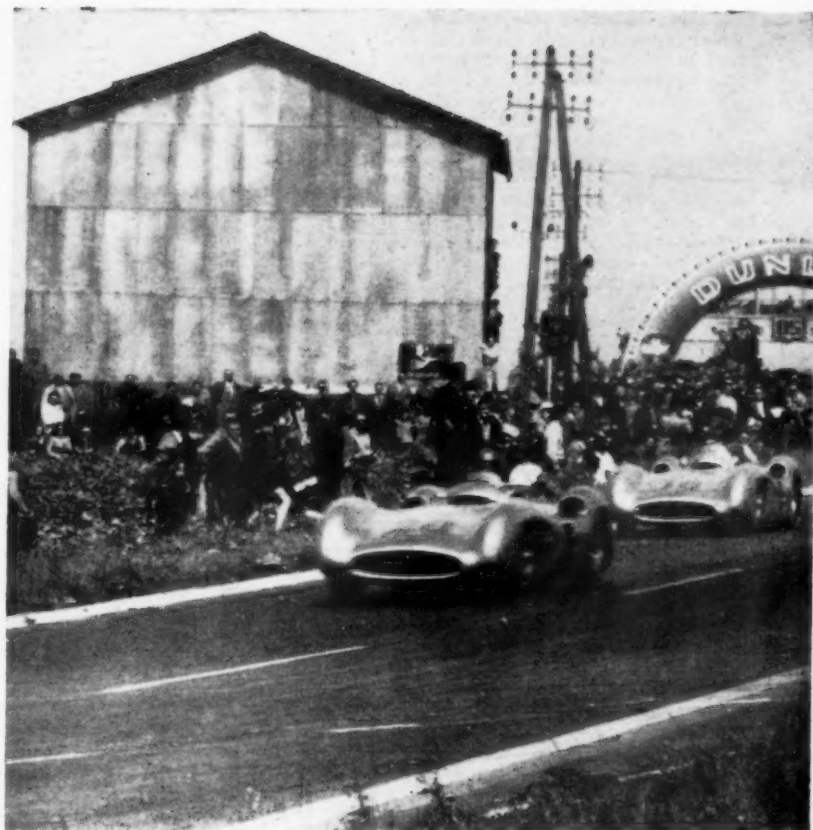
Fight the natural laziness which tempts you to stay in the warmth of the car on a cold winter's night, and get out and investigate. Do not wait until you get home, it may be too late. One such unfortunate was too indolent to stop despite a bumping sound astern. When he did eventually do so he found that his entire luggage was missing. The whole thing was somehow worsened by the appearance of a motoring Samaritan who had retrieved some private garments from the highway and publicly returned them when he overtook the embarrassed loser. Sad to relate, not all the luggage was recovered.

S. C. H. D.

MERCEDES-BENZ made an impressive return to Grand Prix racing last Sunday when their new, streamlined formula 1 cars took first and second places in the French Grand Prix at Rheims against major opposition that lasted no more than a handful of laps. After an exhibition drive (side by side with Karl Kling in the later stages), Juan Manuel Fangio crossed the line a few feet in front, the third works car having followed most of the Italian cars into mechanical failure earlier in the race. During the race the fast circuit was alternately dry and wet, but after the initial laps it was clear that the recent era of complete Italian supremacy was ended.

In the international 12-hour sports car race that preceded the G.P., Jaguars scored a splendid one-two-three-victory for British cars, and even if the latest advent of Mercedes monopolized conversation before and after the races it is just that the merit of the Jaguar victory be recognized. S. Moss was again unlucky, his car breaking down early while in the lead, and Ferrari suffered defeat in both events. J. M. Hawthorn displayed fine courage during the Ferrari débacle in the Grand Prix, spinning his car deliberately at high speed successfully to avoid spectators in an escape road when his brakes failed.

IT was with the thought that July 4 might well prove to be a memorable sporting occasion that crowds gathered to pack Rheims and the surrounding villages during the days preceding the French Grand Prix (or more accurately the Grand Prix of the Automobile Club de France) and the 12 Heures Internationales de Reims. For the G.P. particularly, the entries were of quite unusual interest.



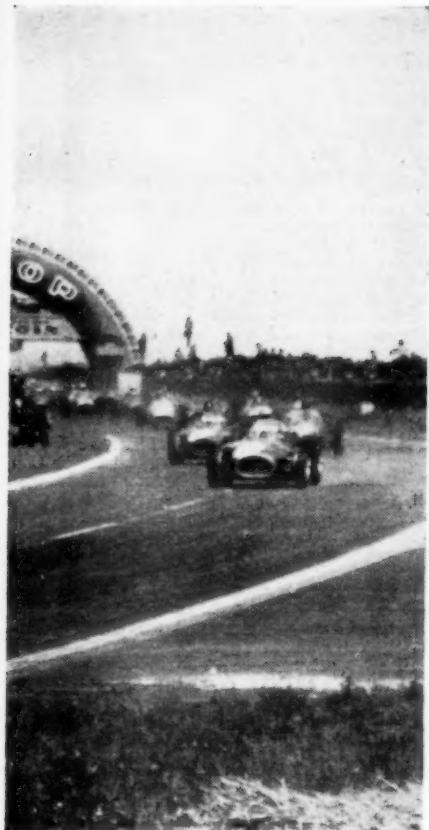
VICTORIES WELL



Peter Whitehead takes the winning Jaguar, lamps blazing, through the French countryside during the 12-hour sports car race in the early hours of Sunday morning.

Above: From the fall of the flag the German cars were in front. At the start of the first lap the pack passes under the Dunlop bridge with a tremendous roar of exhausts.

**MERCEDES
WINS
FRENCH G.P.:
JAGUAR
HAT-TRICK
IN 12-HOUR
RACE**



EARNED

heralding the return to this field of Mercedes-Benz, the German company whose pre-war reputation is legendary. Only one question was asked by enthusiasts as they arrived in the city: "Just what has Alfred Neubauer, Mercedes *chef d'équipe*, got under his command this time?"

But the question could not be answered. Certainly the car was streamlined, in appearance not unlike a Jaguar-made-for-three, without passenger seats or removable covers on either side of the centrally placed driving seat. Rheims converged on the premises of the local Mercedes agents, but only one or two succeeded in the rôle of spy. Those who did, saw cars so low that the engine was clearly almost on its side; brakes inboard; streamlining for the sake of it between front and rear wheels, the intervening spaces not being used for petrol tanks in the Lancia manner; scoops for air for brake cooling set in the wings, and so on. The driver had to sit with his legs unusually wide apart to reach the pedals, and the lever for the five-speed gear box was tucked into the space on his right. The maximum r.p.m. recorder showed 8,400 after Friday's practice, and it was noticed that the steering wheel could be slipped off the roller-bearing-mounted column for easier entry and exit for the driver. These points and many others were observed, but Mercedes had their publicity as meticulously prepared as the cars,

and the unveiling was arranged to coincide with the height of curiosity and pressure. The engine was—as rumoured—a straight-eight, with Mercedes' own fuel injection system coupled with Bosch pump and nozzles; Bosch also provided the dual magneto ignition system with two plugs per cylinder. Bore and stroke are 76 x 68.8 mm, giving 2,496 c.c. The gear box is in unit with the back axle. Torsion bar i.f.s. pairs up with swing axles at the rear, with, close by, the bi-metallic brake drums. . . . Further details of the design, and photographs of the engine, front brakes and the cockpit appear on page 59.

The Opposition

But Mercedes-Benz were not alone in providing potentially formidable cars as G.P. entrants. The winner of last year's epic race, Mike Hawthorn, was there for Ferrari, with Froilan Gonzalez and Maurice Trintignant in the same stable. Ascari, last year's world champion and an acknowledged master driver, was supported by Villoresi, Mantovani and Mieres in the Maserati *scuderia*, Ascari and Villoresi having been released by non-competing Lancia for the occasion; and the Gordinis had arrived, with drivers Jean Behra, Pollet, Berger and the enterprising Belgian Frère. Robert Manzoni piloted another Ferrari, as did Rosier and Swaters; Ken Wharton was driving A. G. B. Owen's Maserati, and Roy Salvadori, Schell and B. Bira had similar cars.

Practice established that the silver Merces were the fastest, and Fangio had the best grid position as a result of a lap in 2m 29.4s—a speed of over 124 m.p.h.—which bettered his official record set up last year by as much as ten seconds. The number two driver, Kling, was next best, with a time one second longer—and only then came Ascari. But Ascari was only fractionally slower than Kling, so there was every chance that Ferrari and

Mercedes might enjoy a struggle as enthralling as the Hawthorn-Fangio duel of 1953. Further, as Mercedes were believed to be having trouble with their special sealed cooling system, Ferrari hoped to outlast them. Gonzalez (Ferrari) was but 0.1s slower than Ascari's Maserati, then came Marimon and Bira (Maserati) with better times than those of the new young German discovery, Hans Hermann, in the third Mercedes. The race was still of open prospect on Saturday, as preparations were made for the midnight start of the sports car international 12-hour event.

This "second half of Le Mans" is especially interesting as it gives the unfortunates at the former venue a chance to fight back. Unhappily there is the aspect that the race is not *quite* so attractive as necessarily to lure Le Mans winners from the embrace of the laurels won so recently during their 24-hour test. This time there were no works 4.9-litre Le Mans-winning Ferraris, but it must, in fairness, be recorded that with the G.P. to come and Farina unfit, Ferrari were hard pressed for drivers of appropriate skill. Aston Martins were short of cars, following the bad luck of the team at Le Mans, and not one was entered, for even the skilful American, Carroll Shelby, had worked his privately owned car too hard during recent weeks to give it another 12 hours before succour.

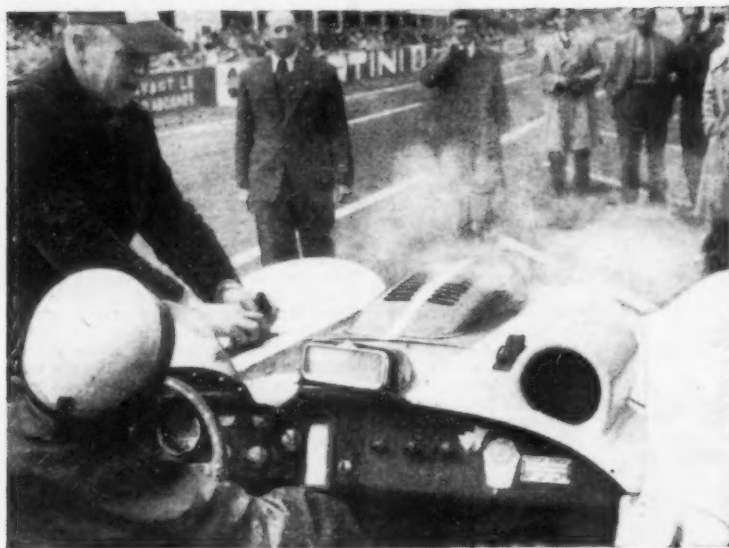
Jaguars were therefore very strong favourites, despite opposition from two Cunninghams (Cunningham and Johnston and Walters and Fitch), two Jaguar-engined H.W.M.s (Abecassis and G. Whitehead and Gaze and Macklin), two Gordinis (Behra and Guelfi respectively), Gregory's 4½-litre Ferrari, Maglioli's new type 750S 3-litre Ferrari, and Levegh's Talbot. The Jaguar Type Ds were also supported by the privately entered Type C of Swaters and Laurent. Bristols, Ferraris and Maseratis dominated the 2-litre class entry, Porsche, Osca and



René Bonnet ditched his blown D.B., and succeeded in getting it back on to the road single-handed after a long struggle—a fine effort.

RACING AT RHEIMS

continued



Gasket trouble and a burst water hose gave the Cunningham team their share of trouble; the Walters and Fitch car comes in for repairs.

Borgward the 1,600 c.c. class, and Panhard and Renault the 750 c.c. section.

At midnight the unsettled weather was fortunately kind, and a big, excited crowd turned out to watch despite the late hour. In the flurry of the Le Mans-type start, and even though the lighting was good in the area of the pits, the overall darkness seemed to make the scene unreal. The noise was as thrilling as one could wish,

and as snatches of green, red, blue and white-and-blue plunged towards the first Dunlop bridge that precedes the open country of Champagne, it could be seen that last year's winner, Stirling Moss (Jaguar), was in front, with Cunningham leading Peter Whitehead (Jaguar). The Gaze and Macklin H.W.M. was next, but it was fated to early dismissal by piston trouble. The total entry was formidable

and as car after car flashed past it quickly became more natural to recognize one from another by differences in head lamps and exhaust notes than by appearance. And of them all none was quite so pleasing as the new Type 750S 3-litre Ferrari of Maglioli (of Italy) and Manzon (of France). The resonant, musical pitch of its exhaust stirred an exultant response within spectators of any nationality.

After two laps the Ferrari was seventh; a lap later it was fifth, and two laps later second! Moss, driving to "break up" the opposition, and hoping to score another victory, was still in the lead, and whatever Maglioli did he could not make any real impression on the Jaguar. After a dozen laps Moss led by just over 12 sec, which was increased to over half a minute four laps later. Whitehead, in the second Jaguar, forebore to press Maglioli hard, as clearly it was hoped by Jaguars that the Ferrari would not be able to keep up the pace. But as the race settled down so the gap became bigger between the two leaders and the Jaguars of Whitehead and Tony Rolt, and Maglioli moved closer to Moss. Levegh's Talbot was in trouble from the start. After being sixth on the second lap it went more and more slowly and made more and more noise. After only eight laps it started on the first of its pit stops. . . .

As so often happens in an endurance race the tales of bad luck began to mount in number as the race proceeded. After just 19 laps Behra's Gordini was right on the tail of Rolt's Jaguar, reaching for third position behind Maglioli. But Rolt spun round, and it was Behra who went out of the race after a collision that merely delayed the Jaguar. Peter Whitehead then moved up into third place, and a step nearer the chequered flag.



The young German driver Hans Hermann gave a good exhibition of driving in his first Grand Prix, and set up a new lap record, before engine failure caused his retirement.



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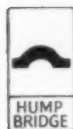
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'OUT OF PEDIGREE COMES PACE'

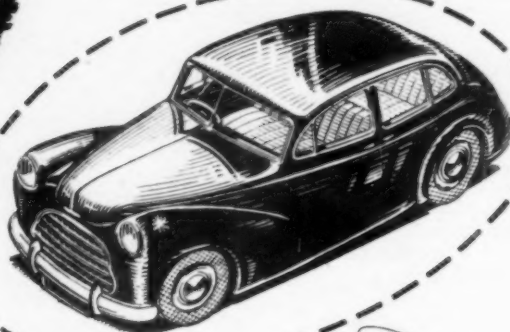
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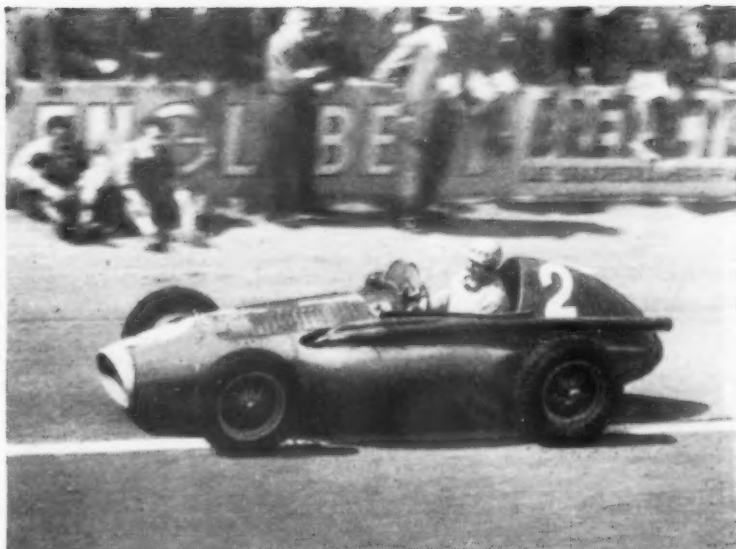
RACING AT RHEIMS continued

The run of bad luck that has dogged Moss so remorselessly during the last year or two was not to be broken in this race. After four hours of racing—at one-third distance—he was still in the lead, and Maglioli and Manzon had had to give up their challenge because of gear box failure; but then the Jaguar was itself put out with transmission failure, and Walker, who had taken over, was seen walking disconsolately back to the pits in the early light of Sunday morning.

Good Pit Work

Steadily the number of cars was reduced as one after another had to give up. In all the spirit of the sport, any driver having to stop at the pits received his share of applause—and special encouragement if and when he got moving again. Excellent Jaguar pit work was noticeable, and the Bristol *équipe* kept their three cars going with the same striking efficiency that was a feature of their performance at Le Mans. The little Panhard-engined cars made a noise justified by their speed, but Mme Simon, in her Panhard-Monopole, was unfortunately hurt when her car was in collision with one from a more powerful class. But in such a race the main interest must lie in the big cars, and in this category the Jaguars were unassailable. Whitehead and Rolt romped home into first and second places, and to round off the victory the yellow Type C of Swaters made it a one-two-three for the British *marque*.

National anthems, the circuit jammed with humanity; the scene after the race was worthy of the occasion—and it seemed that no sooner had the excitement died down than it was reawakened by the arrival of the unsupercharged 2½-litre Grand Prix cars, with Mercedes, of course, as the centre of interest. Here



Gonzalez, who tried so hard to keep in sight of the two leading Mercedes, is here seen travelling at high speed in his latest-type Ferrari.



The C-type Jaguar of Manussis and Dunham leads the Abecassis and Graham Whitehead H.W.M. just as dawn finally breaks.

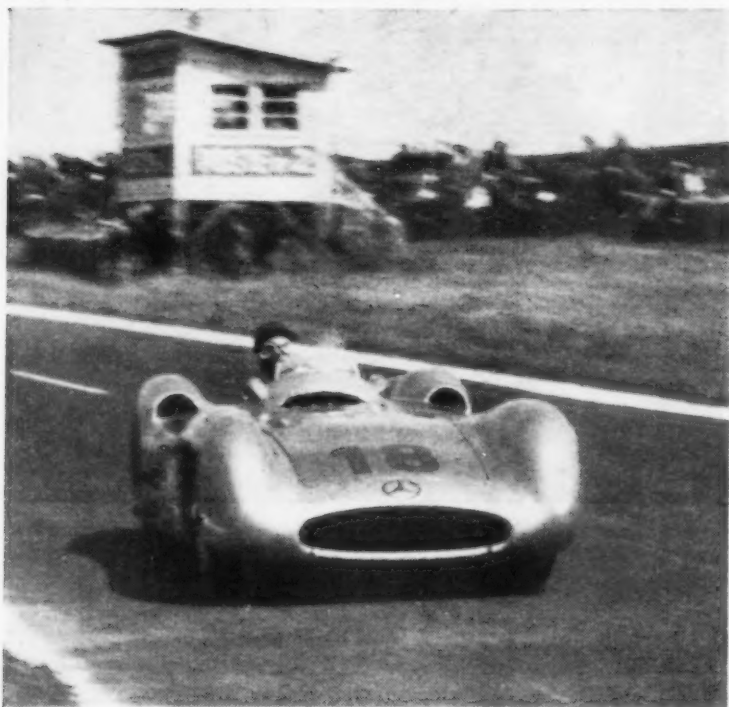


A cheering sight for British spectators. The Bristol team finish in line ahead after a strenuous twelve hours.

was something new; Mercedes back, to be faced by Ferrari and Maserati—and the race was to see in action Ascari, Fangio, Gonzalez, and so on through the list of nearly all the sport's most fabulous *conducteurs*. Of course, it was not realized then that out of 22 starters only six would finish the race!

Two Mercedes—Fangio and Kling—had pride of place on the front row of the grid, and when the starter swished down the flag the cars went away as if controlled by one master unit. Wheel to wheel they accelerated past stands and pits, almost immediately taking the lead from Gonzalez and Hawthorn (Ferraris). Hans Hermann, the young German driver who made his name at the wheel of a Porsche and who is now the number three Mercedes driver, is naturally not yet as experienced in this type of driving as are his team mates, and the crux of the race quickly became the battle between two of the Mercedes and Gonzalez' Ferrari. For the first two laps Kling held the lead, with Fangio right on his tail and sometimes even alongside, but Gonzalez was not far behind. At the end of the third lap the two silver cars and the Italian-red Ferrari were in one tight knot, and the crowds were on their feet, peering at the distant *copse* from which the cars would appear.

RACING AT RHEIMS continued



Fangio almost peers over the windscreen as he keeps his foot pressed hard on the Mercedes throttle pedal in one of the flat-out bends at Rheims

On each of the early laps, and indeed for the whole of the race, the pair of streamlined Mercedes would sizzle along the long straight from the woods to the Thillois hairpin side by side or head to tail, and, as Gonzalez began to drop back, so Kling and Fangio began to take turns in their leadership. At Thillois the road shortcuts the hairpin slightly, the junction with the escape road having a grass island, and after a display of neck-and-neck driving down the straight, Fangio would sometimes take the long route at the corner—presumably for amusement and to “wait” for Kling for their further wheel-to-wheel drives down the finishing straight!

Be that as it may, the rest of the field was breaking up, suffering from more than the usual amount of trouble. Ascari's Maserati had retired at the pit after only two laps. After 12 laps Gonzalez gave up in his oil-soaked Ferrari. There followed a brief duel between Hermann and Villorresi (Maserati), which the latter won, only to have to stop at the pit and retire. Shortly afterwards, he replaced Mantovani at the wheel of the fourth works Maserati. Hawthorn lost his brakes at the end of the home straight, and, having entered the escape road as he went down through the gears, he had to spin the car to avoid a crowd of spectators. Certainly, had he not chanced that procedure, he could not possibly have avoided them.

Trintignant (Ferrari) answered a pit signal, and began to put on speed. Just before Villorresi stopped, Hermann broke down on the straight down to Thillois, and therefore it was now Trintignant in third place—but only to be promptly deposed by Bira (Maserati). Bira was in

good form, and when in the later stages it began to rain it was felt that he might make some impression on the leaders. However, he seemed to have trouble with his vizor, and, instead of gaining, he lost third place to Manzon's Ferrari, while Fangio and Kling continued their march

to the chequered flag and final victory.

Only the two Mercedes completed the full 60 laps, Manzon and Bira being a lap behind, Villorresi (Maserati) three laps behind, and Jean Behra (Gordini) five laps behind. A total of six finishers from the 22 cars which had started in the race—it had certainly been hard on the cars. The race certainly appeared to mark the end of the recent Italian reign of supremacy in Grand Prix racing, but Ferraris were particularly unlucky. The British G.P.—one week tomorrow at Silverstone—should therefore be all the more interesting.

Result (race distance 311.2 miles, 60 laps of 5.18-mile circuit).

1. Mercedes 2,496 (J. M. Fangio), 2h 42m 47.9s, 115.98 m.p.h.
2. Mercedes 2,496 (K. Kling), 2h 42m 48s.
3. Ferrari 2,490 (R. Manzon), 1 lap behind.
4. Maserati 2,495 (B. Bira), 1 lap behind.
5. Villorresi (Maserati) and S. Mantovani, 3 laps behind.
6. Gordini 2,490 (J. Behra), 5 laps behind.

Fastest lap: Mercedes (H. Hermann), 2m 52.9s, 121.46 m.p.h.

Retirements: Gordini (Frère), 50 laps; Ferrari (Trintignant), 36 laps; Ferrari (Rosier), 28 laps; Maserati (Mieres), 25 laps; Maserati (Wharton), 20 laps; Maserati (Scheil), 20 laps; Maserati (Villorresi), 19 laps; Mercedes (Hermann), 17 laps; Maserati (Salvadori), 16 laps; Ferrari (Gonzalez), 12 laps; H.W.M. (Macklin), 11 laps; Gordini (Beveri), 10 laps; Ferrari (Hawthorn), 9 laps; Gordini (Pollet), 9 laps; Ferrari (Swaters), 2 laps; Maserati (Ascari), 2 laps.

Sports Car Race Result (duration 17 hours)

1. Jaguar 3,442 c.c. (P. Whithread and Wharton), 1,254.5 miles, 104.55 m.p.h.
2. Jaguar 3,442 (Rolt and Hamilton), 1,210.9.
3. Jaguar 3,442 (Laurent and Swaters), 1,205.3.
4. Ferrari 4,502 (Gregory and Biondetti), 1,205.2.
5. Cunningham 5,462 (Briggs Cunningham and Johnston), 1,194.9.
6. Cunningham 5,462 (Wallis and Fitch), 1,171.3.
7. H.W.M. 3,442 (Abbrassia and G. Whitehead), 1,161.0.
8. Porsche 1,497 (Polensky and Von Frankenberg), 1,144.4, 95.37 m.p.h.*
9. Ferrari 1,990 (Picard and Pozzi), 1,138.4, 94.87 m.p.h.*
10. Bristol 1,978 (Keen and Line), 1,132.9.
11. Bristol 1,978 (Wilson and Mayers), 1,122.1.
12. Bristol 1,978 (Wisdom and Fairman), 1,107.4.
13. Porsche 1,497 (Veuillet and Olivier), 1,067.7.
14. Gordini 1,495 (Mie, Thirion and Gendebien), 1,062.7.
15. Maserati 1,968 (Tomasi and Lopez), 1,052.6, 86.05 m.p.h.*
16. Panhard 745 (P. and R. Chancel), 1,027.1.
17. Ferrari 1,928 (Claus and Herzog), 1,020.3.
18. Osa 1,410 (Seidel and Glocker), 1,015.2.
19. Panhard 745 (Cotton and Beaulieu), 1,014.7.
20. D.B.-Panhard 745 (Bavol and Abbo), 978.0.
21. Panhard 745 (Navarro and Dewez), 978.0.
22. Porsche 1,488 (Emsiedel and Friderich), 965.0.
23. Porsche 1,488 (Flower and Leveilly), 957.1.
24. V.P.-Renault 747 (Vernet and Giraud-Cabantous), 861.9.
25. Renault 747 (Michele and Malleret), 857.0.

* Denotes class winner.

Fastest lap: Jaguar 3,442 (S. Moss), 2m 47.5s, 110.47 m.p.h.



The Maserati in which Villorresi finished sixth calls in at the pit for a plug change half way through the Grand Prix.



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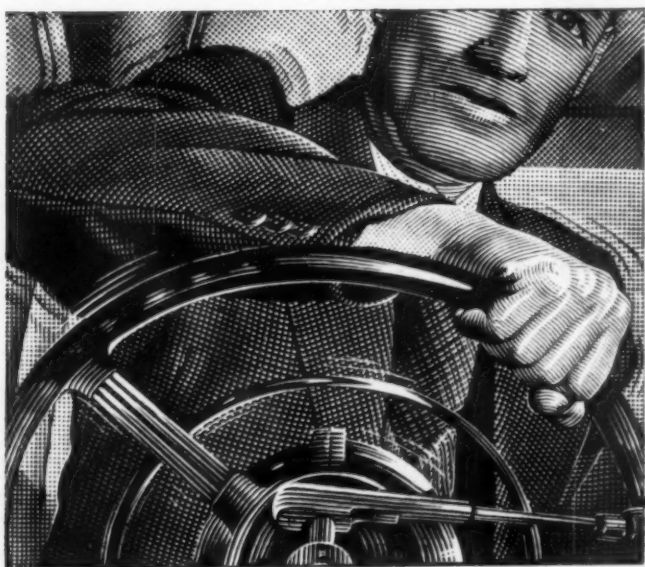
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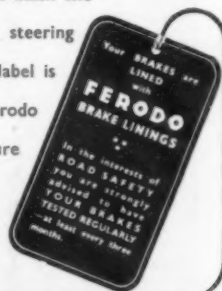
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All four centre-lock wheels are exposed, although covers can be fitted to the rear wheel arches if required. Jacking sockets are built into the sides of the body between the wheels. The door handles are flush fitting.

The smooth lines of the rear of the body are broken only by the large diameter quick-action fuel filler. Small quarter bumpers are bolted direct to the body frame, and combined tail, brake and direction indicator lights are built into the rear wings.

The Autocar ROAD TESTS



No. 1536:

FIAT 8V SALOON

SEVERE road conditions that exist on the doorstep of the automobile producing area of Northern Italy provide a natural proving ground for the normal "bread-and-butter" cars of Turin. The combination of mountain passes and *autostrada* necessitates the type of design that has first-rate handling qualities and extremely good stability, while reliability of chassis components such as brakes, for example, is of utmost importance. The Italian designer is well aware of all this and, even on the small and relatively cheap cars, adequate brake lining area is not sacrificed in order to reduce first cost. With this in mind it is interesting to consider the performance of one of the limited production, high performance cars made in Italy; this journal has recently carried out a complete Road Test of the Fiat 8V.

Although several hundred of these models have been pro-

duced—following the first appearance of the 8V at the Geneva Show of 1952, and initial production in the early part of 1953—this trim 2-litre two-seater sports saloon attracts considerable attention even in its native Turin, which no doubt contains a higher proportion of artistic and well-balanced bodywork than most other cities. The 8V is very much a sports car in the modern sense of the word. It is a car that must be "driven" to be enjoyed; equally it is not the type of car that blows the driver out of the cockpit in an endeavour to create the impression of speed, but rather one that disguises its true speed by virtue of its good manners and in consequence must be driven with due regard to its instruments.

The 2-litre V-eight engine is quite highly tuned and is capable of turning at up to the seven thousand mark even in top gear, but the high output at the top of the scale is obtained at the expense of some flexibility at the bottom end, and in consequence relatively little happens below three-five r.p.m.; however, both gear box and tachometer are provided and they are there to be used. The car tested had the 115 b.h.p. engine, which is basically similar to the standard 105 b.h.p. unit except for a modified camshaft. Although the b.h.p. is increased, the maximum torque figure is reduced very slightly and the speed at which it occurs is increased from 3,600 to 4,600 r.p.m. The comparative lack of power at low engine speeds is well compensated for once the engine really starts turning over, and there are very few 2-litre sports saloons with a speed comparable to that of the

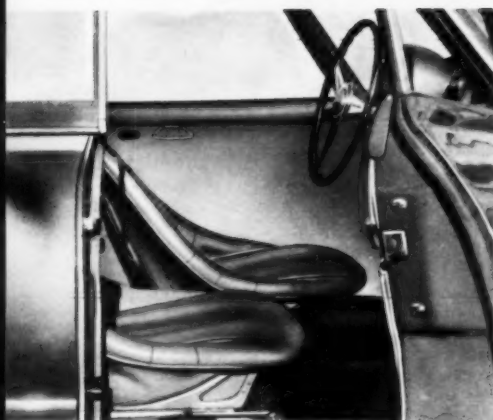


From the front the 8V presents a very businesslike appearance. A fresh air intake in the top of the bonnet feeds a duct on top of the carburettors, while the main front air intake permits an unrestricted air supply to the radiator. Conical rubber buffers are built into the inner extremities of the bumpers. The lower pair of head lamps provides the main driving beam, while the upper pair provides a dipped beam and side lights. Direction indicator lights are mounted at an angle on the front wings.



Layout of the controls and instruments is very businesslike. Passenger comfort is increased, in the absence of a normal toe board, by a rubber covered footrest. A trap-door in the bulkhead on the passenger side encloses the battery.

To give the driver ample room the passenger seat is placed well back—the car tested has left-hand drive, of course.



ROAD TEST continued

8V, which, as the performance figures show, recorded a mean speed of 119 m.p.h.

A three-figure speed was obtained with comparative ease many times on the long straight roads close to Turin, although some five kilometres were necessary in order to obtain the maximum. In keeping with the performance, the fuel consumption is also rather higher than one would expect for a normal 2-litre car, but it cannot be considered excessive in conjunction with the very high performance that is given by the 8V. Once in its stride, the engine responds well to the throttle, but if the driver is in a hurry the revs should not be allowed to drop below 3,000. On the other hand, the car can be driven in a leisurely way in top gear with the tachometer on the 2,000 mark, which is its lowest calibration figure! But that does not often happen in suitable conditions; this fine machine seems to give its driver a desire to go fast and it responds well to skilful driving.

In keeping with the general character of the car, the gear box has well-chosen ratios which enable speeds up to 40, 60 and almost 90 m.p.h. to be obtained in the indirect ratios without over-revving the engine. Synchromesh is provided on top, third and second gears; it is effective for a slow change, but on the 8V one usually wants to change quickly and there is a distinct advantage in double-declutching. The gear lever is a massive central "prong" which gives positive control and does not look as if it will come off in the driver's hands if he operates it too quickly. It is also very well positioned for all sizes of driver.

Some measure of the car's general handling qualities can be appreciated when it is realized that under typical Sunday afternoon driving conditions the journey from Sestriere, a mountain ski resort, to Turin, a distance of some 98 kilometres (60.9 miles), was covered in 55 minutes without the driver even getting the impression that he was hurrying; further, the brakes were just as good at the end of the run as they were at the top of the pass.

To provide a performance like this it is necessary to have first-rate handling qualities, and the independently sprung wheels at both front and rear provide a comfortable ride and give a degree of roadholding that it would be very difficult to better for a car of this type. At low speeds the ride is a little hard, particularly when traversing the rough cobblestones that are still used to pave the Italian villages. On normal road surfaces the ride is level, free from pitching, and with a complete absence of roll on corners. This is no doubt largely brought about by the arrangement of the suspension, which has anti-roll bars at both front and rear. The 8V has particularly good directional stability, together with just about the right amount of understeer. All these qualities make it particularly suitable for fast climbs of Alpine passes in the knowledge that the car will hold its line and not show any change of cornering characteristics with normal variations in loading. At normal speeds there is no tyre noise, but if the driver is really enterprising all tyres can be made to squeal, and under these conditions of really quick cornering the 8V is very responsive to throttle control.

Handling Characteristics

The steering has a fairly simple layout with a two-piece track rod placed in front of the axle centre line. There are $3\frac{1}{2}$ turns from lock to lock, a relatively large number for a car of this type, yet the turning circle could with advantage be a little smaller. In spite of these criticisms, the steering gives the driver a very accurate sense of feel, being light and lively; there is a slight amount of road reaction passed back through the mechanism, but a complete absence of any trace of lost motion, and the driver is instantly aware of any change in road surface conditions. There is also good self-centring action.

As on all Fiat models, the hydraulically operated brakes have leading and trailing shoes for all wheels, as it is thought that the reduction in brake fade that can be obtained by the use of this arrangement, as opposed to a two-leading

shoe system, more than offsets the slight increase in applied pedal pressure that is necessary. The test figures show that the pedal pressure for maximum retardation is comparatively high, but during the test mileage, which included a considerable amount of hill-climbing, and also during the actual performance testing, which requires frequent brake application at very short intervals, no brake fade was experienced. The car could also be relied upon to pull up in a dead straight line even when the brakes were warm.

The windscreen is well curved to bring the side pillars back out of the normal line of vision. The screen is in two pieces, the joint at the centre being made by a very narrow rubber strip which does not cause a blind spot.



The hand brake, which operates on the transmission, is also effective.

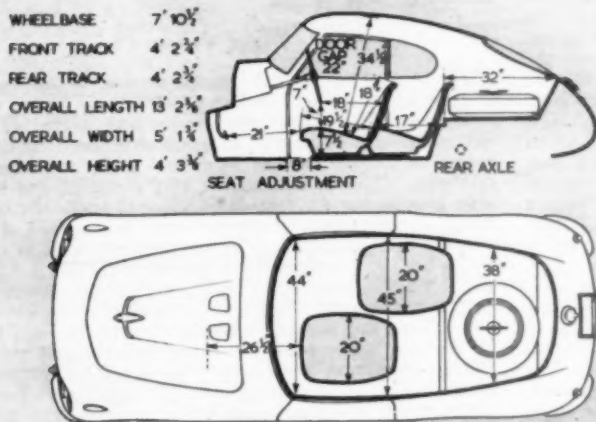
Although there is a certain amount of both engine and transmission noise, there is surprisingly little wind noise, even at high speeds, and it is even possible to drive quite quickly with one of the windows slightly open without noticeably increasing the general noise level. The body generally is very quiet, although there is a little road excited body noise when traversing rough surfaces. The interior of the car is quite free from vibrations that might be produced by the mechanical components, and although both the engine and the transmission can be heard from inside the car, the noise they produce is neither high nor unpleasant, but rather in keeping with the character of the car.

The layout of the seats is a little unconventional but very practical; to provide the maximum driver and passenger space in a car with a modest frontal area, the seats are

staggered so that the passenger seat is placed considerably farther back than the driving seat. This prevents the passenger getting in the way of the driver's right arm and also considerably improves the all-round visibility for the driver when a passenger is carried. For passenger comfort a grab handle is provided in a very convenient position on the left side of the back of the bucket driving seat. There is also a rubber-covered tubular footrest for the passenger's feet, as they cannot reach the toe-board. Thus the passenger remains firmly located when the car is being driven quickly. Both of the foam rubber upholstered bucket seats are of ample proportions, with 19in cushions, and both have ventilating slots in the back rests.

The driving seat is very well positioned in relation to both the steering wheel and the pedals, and is provided with an ample range of fore and aft adjustment. The driving position is typically Italian, meaning that the steering wheel

FIAT 8V SALOON



PERFORMANCE

ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.	4.445	5.587	7.878	11.974
M.P.H.	to 1	to 1	to 1	to 1
10-30	..	..	13.6	6.0
20-40	..	17.5	7.6	3.9
30-50	20.8	11.6	5.5	..
40-60	15.6	8.6	5.4	..
50-70	12.5	8.0	..	..
60-80	11.6	8.3	..	..
70-90	13.0	..	..	..
80-100	15.7	..	..	..

From rest through gears to:

M.P.H.	sec.
30	4.5
50	9.3
60	12.6
70	15.4
80	20.3
90	26.7
100	35.0

Standing quarter mile, 21.5 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (mean and max.)	K.P.H. (normal and max.)
Top	119 (best)	191.51
3rd	75-89	121-143
2nd	50-60	80-97
1st	34-40	55-64

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	20	30	40	50	60	70	80	90	100	110	120	130	140
True speed:	15	27	37	46	55	64	72	81	89	96	104	111	120

TRACTIVE RESISTANCE: 11.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	135	1 in 16.6
Third	200	1 in 11.1
Second	300	1 in 7.4

BRAKES:

Efficiency	Pedal Pressure (lb)
85 per cent	130
60 per cent	100
48 per cent	50

FUEL CONSUMPTION:

15.5 m.p.g. overall for 123 miles (18.2 litres per 100 km.)

Approximate normal range 15-17 m.p.g. (18.8-16.6 litres per 100 km.)

Fuel, Italian first grade (80-83 octane).

WEATHER: Fine, dry surface; very slight wind.

Air temperature 80 deg F. Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of March 21 and July 18, 1952.

DATA

PRICE (in Italy) with two-door saloon body, 2,850,000 lire = £1,630 at 1,750 lire = £1. Not available in Great Britain.

Extras: Heater standard equipment.

ENGINE: Capacity: 1,996 c.c. (121.766 cu in).

Number of cylinders: 8.

Bore and stroke: 72 x 61.3 mm (2.835 x 2.414 in).

Valve gear: Overhead; push rods.

Compression ratio: 8.5 to 1.

B.H.P.: 115 at 6,000 r.p.m. (B.H.P. per ton

laden 94.6).

Torque: 106.7 lb ft at 4,600 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 16.8.

WEIGHT: (with 5 gals fuel), 21 cwt (2,340 lb)

Weight distribution (per cent): F, 53.2; R, 46.8.

Laden as tested: 24 1/2 cwt (2,720 lb).

Lb per c.c. (laden): 1.36.

BRAKES: Type: F, Leading and trailing;

R, Leading and trailing.

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 11.42in diameter; 2.17in

wide. R, 11.42in diameter; 2.17in wide.

Lining area: F, 96.5 sq in. R, 96.5 sq in (159

sq in per ton laden).

TYRES: 165-400 mm.

Pressures (lb per sq in): F, 23; R, 26.

TANK CAPACITY: 17 1/2 Imperial gallons.

Oil sump, 10 1/2 pints.

Cooling system, 17 1/2 pints.

TURNING CIRCLE: 32ft 9in (L and R).

Steering wheel turns (lock to lock): 3 1/2.

DIMENSIONS: Wheelbase: 7ft 10 1/2in.

Track: F, 4ft 2 3/4in; R, 4ft 2 3/4in.

Length (overall): 13ft 2 1/2in.

Height: 4ft 3 3/4in.

Width: 5ft 1 1/4in.

Ground clearance: 5.9in.

Frontal area: 16.4 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 35

ampere-hour battery.

Head lights: Double dip; 45-40 watt bulbs.

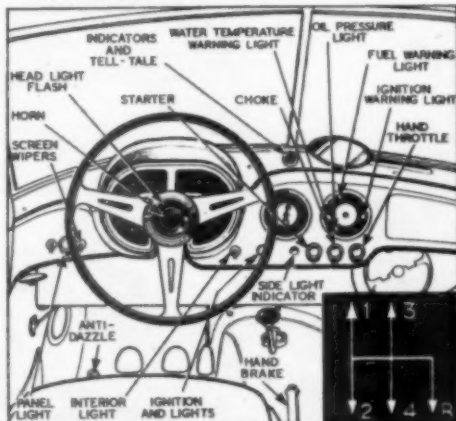
SUSPENSION: Front, Independent; lower

wishbones, links and enclosed coil spring.

Rear, Independent; lower wishbones, links

and enclosed coil springs. Anti-roll bar

front and rear.



ROAD TEST

continued

is fairly far away, and in a position where the driver has a maximum amount of control. The wheel itself has three metal spokes and a slender wooden rim which is very pleasant to hold. All the pedals are well arranged and the position of the brake and throttle pedals is such that it is possible to operate these two controls easily at the same time. There is ample space to the left of the clutch pedal, and the dip switch provides a comfortable rest for the driver's left foot. All the minor controls are grouped around the fascia and are convenient to operate, although it would be better if the direction indicator switch (which is not self-cancelling) in the centre of the panel were a little closer to the steering wheel.

From the driving seat there is very good all-round vision, the bonnet line is low and the front direction indicator lights, mounted on the tops of the wings, locate the front extremities. The curved two-piece windscreen has a particularly narrow rubber strip joint at the centre, and the sides of the screen sweep round so that the slender side pillars are well out of the normal line of vision and do not cause a serious blind spot. The position of the mirror and the large rear window provide very good rear vision; the mirror has an ample range, and the previously mentioned staggered position of the seats prevents the passenger from masking the driver's opposite side rear quarter view.

The twin windscreen wipers are self-parking; they cover a wide area of the screen and are very effective, the glass being wiped clean after the first two or three strokes of the blades. It would be even better if the blades were a little longer so that they would act farther up the screen.

Instrument Lighting

The speedometer and tachometer are grouped around the steering column and are provided with a cowl, but this is not quite large enough to mask all the reflections in the windscreen at night, particularly as the instrument lighting for these two units is rather bright even with the regulating rheostat in circuit. A clock and combined oil pressure and fuel gauges are placed in the centre of the fascia, but for these instruments the lighting is less bright and does not reflect. Red warning lights are built into the oil pressure and fuel gauge unit to indicate battery discharge, high water temperature and low oil pressure, while a green warning light operates when the fuel level in the tank drops below 10 litres (2.2 gallons). An additional green light on the fascia operates when the side lights are switched on. A heater unit is fitted as standard equipment, and this has a fresh air intake which is controlled by a flap valve on the passenger side of the car. A similar duct is provided on the driving side to enable cold air to be drawn in.

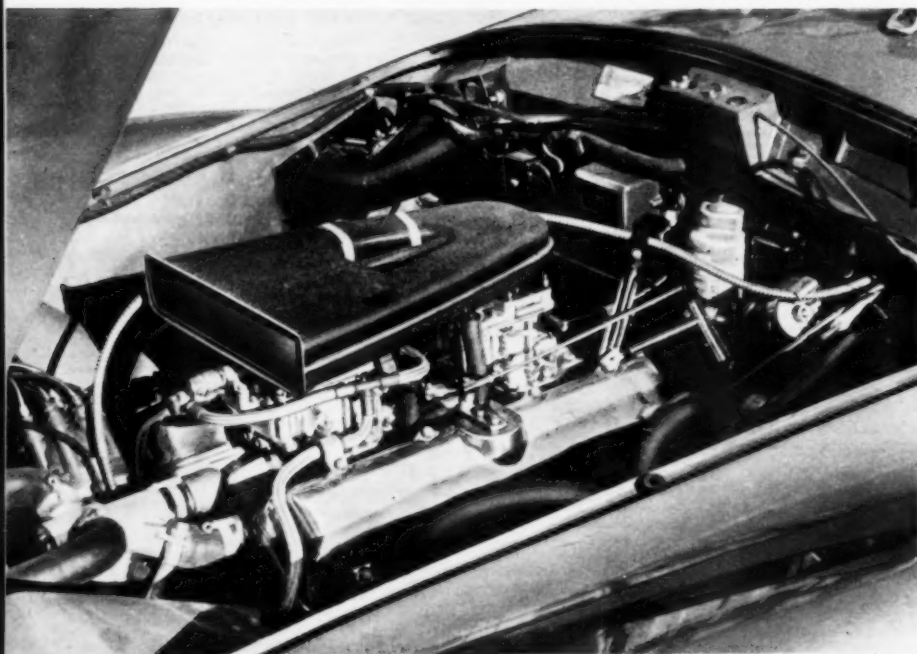
Although the overall height of the car is low, the doors are quite large and it is comparatively easy to get in and out at either side, although the standard procedure is to move back the driving seat before getting out of that side of the car. No locker is provided in the fascia but there are two useful pockets, one on each side of the body, below the scuttle and in front of the doors. Both doors have drop windows, but all other glass in the body is fixed. The interior is trimmed in plastic material, and the head lining has a quilted effect and covers substantial padding, provided as a safety precaution. The floor is completely covered with pile carpet, and a flat platform behind the seats is used to house the spare wheel and also provides a certain amount of luggage space. The tools, which include a jack, mallet for the centre lock wheels, tool roll, and a metal chock, are stowed in a canvas bag strapped to the floor behind the passenger seat. The fuel tank has a quick-action filler cap and a very large neck, and it can be replenished very quickly without blowing back.

Night Vision

The arrangement of the lights is unusual in that two sets of head lamps are provided, one for the main beam, with a smaller set placed wider apart and a little higher up, providing the dipped beam. The action of pressing the dip switch cuts out one set of lights and brings the other into operation. The main lights are very powerful, and have a very good range for fast night driving, while the dipped beams also provide a satisfactory range and spread of light. The lights are switched on by operating the ignition switch, which has five positions; when turned to the left it switches on the side (parking) lights without the ignition, while to the right it operates the ignition in the normal way without the lights; from this position a further turn to the right brings on the side lights, and yet another turn operates the head lights. The horns are operated by a central button, and have a high and penetrating note. In addition to the horn button there is a small ring at the centre of the steering wheel, and this can be used to flash the head lights when the side lights are switched on.

The chassis has 24 lubricating points which require attention at intervals of 900 miles. A four-point jacking system is provided, socket adaptors being built into the sides of the body between the wheels.

The Otto Vu, as it is called in Italy, is a high performance closed sports car. It is comparatively expensive, and it is the type of car for which there is a fairly limited demand, yet for the enthusiast requiring a fast 2-litre car it would be difficult to find one which would provide better performance and roadholding and be more of a delight to drive.



The forward-facing air intake feeds the two double-choke downdraught Weber carburetors placed in the centre of the V formed by the cylinders. The ignition distributor is at the front of the engine, and the long flexible cable seen in front of this and running behind the air intake drives the tachometer. The minor electrical units are grouped together on the bulkhead; the duct to the right of the engine is the fresh air intake for the heater.

REFLECTIONS ON A JOURNEY IN FRANCE, ITALY AND SWITZERLAND

MANY British tourists making a Continental trip this summer will be intrigued to see how much road improvement is going on abroad, considering that at home it is difficult for the county surveyors to find sufficient funds even for necessary repairs. This work has, moreover, been going on for the past year and the following observations resulted from a journey to cover the Alpine Rally last year. This year's event started yesterday.

Having crossed via Dover-Dunkirk by the night ferry—and incidentally having a comfortable five or six hours sleep on board—the first road diversion was encountered within a few miles of the port, where a new bridge was being built. In the next 3,000 miles many similar road activities were to be encountered, and in Italy in particular the *Lavori in Corso* sign was so much in evidence that it became a popular catch-phrase amongst the Alpine rally competitors.

In France the *travaux* sign, followed by its companion *fin de chantier*, was almost as prominent, but the French with



How cleverly the mountain roads are engineered is shown by this view of the Stelvio:

LAVORI IN CORSO

By A. G. DOUGLAS CLEASE

their excellent road system have always been road conscious. In northern France much of the *pavé* in villages is being either eliminated in favour of tarmacadam or relaid with smoother *pavé* or the village may be avoided altogether by a newly constructed by-pass.

Another sign of the times is the increasing number of petrol service stations springing up and the variety of their sponsors. To me it seems that the architecture of these stations is generally a happy blend of the artistic and the functional; certainly they give good service, and while the tank is being filled the screen will be cleaned as a natural course, and the radiator inspected and topped up. It is strange that what is termed "forecourt service" in the U.S.A. is well understood and practised on the Continent, but still is seldom carried out in Great Britain.

All these *Lavori* and *Travaux* were one of the outstanding impressions of the journey, but the Alpine entailed also a considerable amount of personal *lavori*. My trusty Mark VII had been newly shod with Dunlop Gold Seal tyres, its third set; each of the previous sets had covered 12,000 miles. Otherwise the car had no special preparation, only an extra oil change and thorough lubrication. A Continental spares kit was carried but was never opened.

The early start from Dunkirk allowed a couple of hours in Paris for a business call, plenty of time for lunch as well as covering 425 miles in the day, which ended at the Royal at Chalon-sur-Saône. I handed the Jaguar over to the care

of Paul in the garage and learned that several British competitors had stayed there on their way south; they know the Royal's reputation for comfort and good food, and that in the morning the car's screen will have been cleaned and that Paul will be waiting to top up oil and water if required.

The next day's run produced more evidence of road work, banked curves on which the car takes its own path according to its speed, bends being widened and eased, more by-pass roads round villages, and stretches of beautiful, new laid surface. In places, of course, a once good surface has deteriorated, but there are usually signs in that case that it is due for attention very shortly, such as the piles of road metal at the sides.

A few miles north of Montélimar the Mark VII emitted noises which were suggestive of something seriously amiss with the final drive. A look underneath disclosed nothing, but then I hardly expected to see gear teeth protruding through the casing! On re-starting, some unusual resistance was felt momentarily, and there was nothing for it but to proceed slowly and carefully into Montélimar. There the rear axle was jacked up, and as each rear wheel was turned the noise was heard. A mechanic dived beneath the car and felt the pinion casing. Then he emerged, brought two pairs of pliers from the bench, and explained that some iron wire was caught round the rear universal joint. In a couple of minutes he emerged again from beneath the car holding nearly 4ft of iron wire about $\frac{1}{4}$ in thick.

After that the journey south to Cassis was uneventful in the extreme, and the day's mileage was not quite 300. The

Even the upper slopes of the Galibier are gradually being given a modern road surface; this section used to be notoriously rough.





Much road improvement has been made in the Dolomites; for example, on the climb up to Misurina from Auronzo.

LAVORI continued

two days which followed did not entail any serious motoring, only running into Marseilles to the weighing-in, or to contact some of the British competitors who had selected headquarters along the coast rather than in the heat and noise of the great port. Then, in advance of the rally, the Mark VII was headed for the Dolomites, but as there were heavy storms in the mountains the coast road was taken to San Remo.

Next morning dawned clear, but the sky became overcast and it turned decidedly cool. Carrying on towards Genoa, and encountering a closed level crossing, I exchanged comments on the weather as we waited with an American officer on leave. He reported that he had just spent seven wet days in Switzerland. The weather improved as the Jaguar sped northwards from Genoa to Tortoni, Voghera, Piacenza, Cremona, Brescia, and along the picturesque road on the western side of Lake Garda. This is surely one of the loveliest roads it is possible to find, as it passes through orange and lemon groves, dives into numerous tunnels and is flanked by graceful cypress trees wherever there is soil to support them, and in the background there is always the beautiful lake. It was 9 p.m. as I parked the car outside the Vittoria in Bolzano with nearly another 350 miles clocked; but it was not too late for dinner.

Winter's Heritage

As we climbed up the Ega gorge next morning it was raining hard and an earth-stained torrent was foaming down the river bed. At the beautiful blue lake at Carezza on the Costalunga pass the rain ceased, and as the mist gradually cleared the mountain peaks were seen to be covered with snow. Farther on, waiting on the Pordoi for the rally to come along, there still remained some four or five inches of snow on the hillside with a profusion of wild flowers struggling bravely through.

On the succeeding Lana and Falzarego passes there were a lot more *lavori* going on, and this route will soon be too easy for the Criterium des Montagnes, but most attractive for the ordinary tourist. Round Cortina d'Ampezzo roadwork was much in evidence also, as the competitors found. The Tre Croce pass will soon no longer be rough and narrow, and the climb from Auronzo up to Misurina, once difficult by reason of numerous S bends, is having the bends replaced by bold, sweeping curves, some of which are already in use, while others should be completed this year.

By the time these observations are being read, with interest heightened, perhaps, by whether the reader has already made a foreign tour this year or is counting the days until he sees the white cliffs of Dover from the stern of the ship bearing him and his car across the Channel, I shall be heading south again on the same errand. It will be interesting to see what progress has been made in the past year on Continental roads in general and on the Dolomite roads in particular, for in the past the road conditions in the Dolomites have sometimes been on the difficult side for the ordinary tourist. The work going on last year, widening the mountain roads where possible, especially on some of the more acute hairpins, re-surfacing them, and generally making them easier to negotiate, should certainly attract more motoring tourists.

On the run from Cortina onwards the Jaguar was more

heavily laden, with three up, and for the first time in its life its huge luggage locker was really filled. Even so, it romped up the Stelvio, where snow actually fell and settled on the bonnet as we waited for the rally, and in spite of its size had no difficulty in negotiating the 49 hairpins.

It was a beautiful, clear day on the Galibier such as is seldom experienced there, and the beauty of the surrounding snow-clad peaks was breathtaking. But even the last rough section of the Galibier is yielding to the road makers! As we descended to the Lauteret my friend Guy Herpin, who is one of the French Government officials concerned with the touring industry and who was with me, pointed out the path of the old rough mountain track which the new road replaces and which the 1934 Alpine had traversed.

On the way to Val d'Isère the rally passed over the new road which has been blasted out of the mountainside, complete with its well-lit tunnels. This road overlooks the Tigne dam, and the old road in the valley, along which some previous Alpine rallies have passed, is now submerged with the village of Tigne beneath the new lake which provides hydro-electric power—France's *huile blanche*.

Police Activity

Another impression of such journeys across France is the increasing activity of the police in traffic control. Road patrols on motor cycles are more numerous, and in those narrow village streets where overtaking is forbidden there are frequently men on duty to see that the rule is obeyed, or to stop and fine offenders on the spot if it is transgressed. At least one rally driver was so fined, to the extent of 1,800 francs, although he protested that at the point where he overtook he had a clear view.

As the season is not yet too advanced for many British tourists to be going to the Continent to see how far they can stretch the £50 allowance, a word as to the cost of touring will not be out of place. The price of petrol was increased about a year ago so that *supercarburant* now costs about 6s 3d per gallon. Hotel costs appear to be rising, and in spite of the increased personal allowance this year the tourist will have to avoid the luxury types of hotel for single night halts *en route* to his destination. Dinner, bed and breakfast at such palaces are likely to work out at about £3 per head, more if some care is not used, and less if the smaller hotels or the *Bogis de France* are patronized.

Some may think £3 per head an over-statement, but when one reflects that dinner *à prix fixé* at a hotel de luxe can easily cost 1,500 francs or £1 10s, and that doubtless to this must be added the cost of a modest bottle of wine or at least of mineral water, it will be realized that dinner for two can make a big hole in £6. If one dines *à la carte* and indulges in some of the special dishes for which the chef is famous there may be little or no change out of £6. On the other hand, one can dine very well and at much less cost at the smaller and less pretentious establishments; their bedrooms also may be relied upon to be perfectly clean and comfortable and usually will have hot and cold water.

There are two good reasons why the midday meal should be a picnic. In the summer heat of the Continent a heavy meal is better avoided, especially if one is reckoning on knocking off another 150 or 200 miles before stopping for the night, and a picnic for two would cost, say, 500 francs instead of, probably, 2,000 francs.



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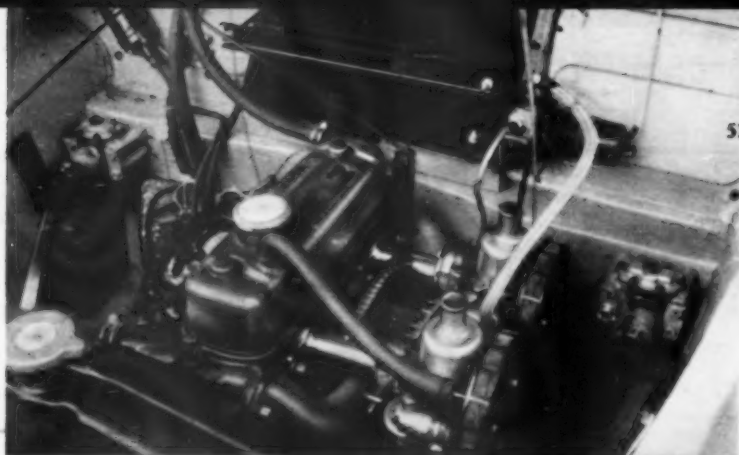
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SPRIGHTLY YOUTH

INTEREST in increasing the performance of quantity production cars is becoming still more marked. This is evident in the number of multi-carburettor conversion sets, special manifolds and other devices for obtaining extra power which are being offered to the motoring public. But it is not a great deal of use—and, in fact, it can lead to trouble—if the car whose engine performance has been increased does not



The twin S.U.s fit neatly in place of the original carburettor and the conversion has a businesslike appearance. The breather pipe from the overhead valve rocker cover is connected to one of the circular air filters and the cast induction pipes are interconnected by a flexible balance pipe.

INCREASED PERFORMANCE FROM A 1954 MORRIS MINOR

hold the road too well at its normal maximum speed.

The Morris Minor, in its saloon or tourer form, is in the happy and enviable position of having an extremely high standard of steering and roadholding, and, therefore, when the performance of a production Morris Minor is increased the chassis is able to deal with the extra available output. A twin-carburettor set for the o.h.v. 800 c.c. engine of the Morris Minor is being produced by the Alexander Engineering Co., Ltd., of Haddenham, Buckinghamshire, and a car fitted with this and with other modifications has recently been tried by *The Autocar*.

The compression ratio of the engine in the car tested was 8 to 1; stronger than standard valve springs were fitted, and twin 1½ in. S.U. carburettors mounted on cast aluminium induction pipes were used. The rear axle ratio was changed

from 5.3 to 1 to 4.8 to 1, with the necessary speedometer alteration. The cost of these alterations, including all fitting and testing by the Alexander Engineering Co., Ltd., is £55. The modified engine increases the already respectable performance of the Series II Morris Minor and no objectionable features were prominent as a result of the tuning applied.

The engine remained smooth throughout its rev range and with the standard exhaust system there was little if any increase in exhaust noise. An increase in maximum speed of 10 m.p.h. over the standard product, with proportionately better acceleration times, would appear to warrant the expenditure by those owners who desire to have a bigger car performance. The increase in performance would lead one to expect a worsening in fuel consumption, but the higher axle ratio supplied compensates in

some measure for this by allowing the engine to turn over slower at a slightly higher cruising speed. When accelerating hard there was no noticeable intake roar or vibration.

Petrol consumption varied very considerably according to the way in which the car was driven; a figure of 30.4 m.p.g. was obtained for a fast 85 miles under extremely adverse conditions and an overall figure of 43.6 m.p.g. was obtained for 415 miles during which the car was cruising at 60 m.p.h. whenever possible. The following comparisons can be made with the standard production car as tested by this journal.

	Normal Morris Minor	Two-carburettor Conversion
0-50 m.p.h.	8.4	7.4
0-50 m.p.h.	25.7	23.6
Standing ¼ mile . . .	26.9	24.7
10-30 m.p.h. 3rd gear .	10.0	8.8
20-40 m.p.h. 3rd gear .	12.4	10.0
Max. speed 2nd gear .	28 m.p.h.	30 m.p.h.
Max. speed 3rd gear .	42 m.p.h.	52 m.p.h.
Max. speed top gear .	62 m.p.h.	72 m.p.h.

UNWITNESSED COLLISIONS

LAWYER-ON-WHEELS writes: A batch of three interesting cases were decided recently, all three arising in the Court of Appeal within a few months. In *Baker v. Market Harborough Industrial Co-operative Society, Ltd. and Wallace v. Richards (Leicester), Ltd.* [1953], 1 W.L.R. 1472, a lorry and a van collided in the middle of a straight road in darkness. Both drivers were killed. Their widows brought actions, Mrs. Baker against the owners of the van driven by Wallace, and Mrs. Wallace against the owners of the lorry driven by Baker. It so happened that the actions were tried separately. Mr. Justice Ormerod dismissed Mrs. Baker's action because, in his opinion, she had failed to establish negligence on the part of Wallace.

Mr. Justice Sellers, however, on substantially the same evidence, drew a different inference: he thought both drivers were equally to blame, and so gave Mrs. Wallace judgment for half of the proved damages. The Court of Appeal upheld Mr. Justice Sellers' view and reversed that of Mr. Justice Ormerod. Lord Justice Denning made the important point that, if there had been an action by a passenger in one of the vehicles, he could have obtained judgment against both owners. "Every day," said the Lord Justice, "proof of the collision is sufficient to call on the two defendants for an answer. Never do they both escape

liability... If each of the drivers were alive and neither chose to give evidence, the court would unhesitatingly hold that both were to blame." Here, both drivers were dead and, on the evidence, the result must be the same.

In *France v. Parkinson*, [1954], 1 W.L.R. 581, two cars, emerging from roads of equal status in London, collided at right angles in the middle of a cross-roads at night. The one driver, who was in a hired car, decamped and could not be traced; the other could say nothing save: "I was going along the road and we met in the middle." The owner of the hired car whose driver had decamped sued the other driver's employer. There was only indirect police evidence, since no third person had witnessed the accident.

Both to Blame

On that evidence the judge dismissed the action, holding that there was no case for the defendant to answer. Lord Justice Somervell, having referred to the *Baker and Wallace* case, said that, when a collision occurred on the crossing of two roads of equal status it was probable that both drivers were to blame. It would be different if one driver had been going very slowly and alleged that the other had struck him at, say, 70 miles an hour. But this driver said no such thing. Here the owner of the hired car, not being the em-

ployer of its negligent driver, was in the same position as a passenger and was entitled to recover damages from the employer of the driver who had been proved negligent. That employer could of course recover half the damages from the vanished hirer-driver if he could trace him.

It remains to mention *Bray v. Palmer* [1953], 1 W.L.R. 1455. Two motor vehicles collided in broad daylight in the middle of a main road. Mr. Justice Oliver took the unusual course of dismissing the action of the one driver and the counterclaim of the other because he felt unable to decide which story to believe and could not bring himself to hold both drivers responsible. It was one or the other, but he could not decide which.

Lord Justice Morris observed, on the appeal, that, if both cases were so improbable, the judge was not justified in excluding the possibility of the truth lying somewhere between the two. Lord Justice Jenkins said that Mr. Justice Oliver could not have been criticized had he simply refused to believe either story, and dismissed both action and counterclaim. What he could not do was to say that one driver or the other was to blame, but refuse to say which. So there had to be a new trial.

These three cases give important guidance to the driver involved in a collision as to which there is no clinching evidence either way.

INTERESTING CO

The new car is fully streamlined; the silencer and twin exhaust pipes will be noticed. In this picture the constructor, J. N. Cooper, is at the wheel. (Below) The frame construction and radiator mountings can be seen in this chassis view.

a cast magnesium-alloy casing of Cooper design. Short universally jointed shafts continue the drive to the rear hubs.

Steering is by a Cooper rack and pinion assembly. Dunlop disc brakes are used, of the type made familiar by the Jaguar Le Mans cars, assisted by a hydraulic servo motor driven from the rear of the gear box. The tyres are mounted on 16in Dunlop racing wheels of the peg-drive



NEW COOPER-JAGUAR

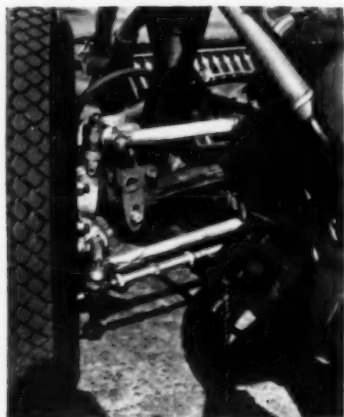
THE latest new model to appear from the works of the Cooper Car Co. at Surbiton, Surrey, is a Jaguar-engined sports car; the first one of this type was constructed to the order of P. N. Whitehead and made its debut in the sports car race in the B.R.D.C. and *Daily Express* Silverstone meeting in May. The car was too new then to show its real form; since then it has run in the 12-hour race at Hyères in France in June (in which it was forced to retire with mechanical trouble) and in the Oporto

Grand Prix sports car race in Portugal on June 27. In this last event, the new car (at last showing its paces) finished third, with Peter Whitehead at the wheel, behind the works-entered Lancias of Villorresi and Castellotti and in front of a number of Ferraris of up to 4½-litre capacity.

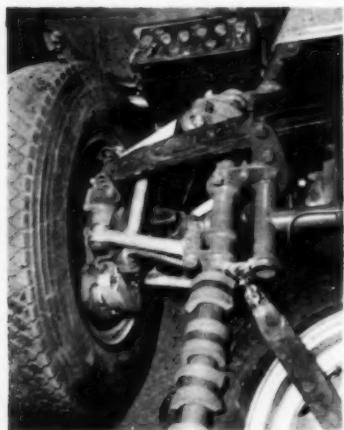
The frame of the new car is a multi-tube structure; the tubes are steel and of 1½in diameter, the main lower ones being of 13 s.w.g. and the remainder of 16 s.w.g. Suspension is independent at both front and rear; a departure from previous Cooper practice is the use of double wishbones all round, with transverse leaf springs (unstressed except in their principal function of carrying the load) as the suspension medium. The wheelbase is 7ft 7in, and the track 4ft 3in.

Both of these springs are mounted between widely spaced pairs of rollers, the centre portion being free; thus the full length of the springs is available for suspension purposes, but any tendency to roll is resisted by the twisting action of the roller anchorages on the spring, to a greater degree than would apply with a conventional central clamp mounting. This principle has been employed in recent versions of the familiar 500 c.c. Cooper formula 3 cars. Armstrong telescopic suspension dampers are fitted.

A Jaguar XK120C engine and gear box unit is installed, with an output of approximately 225 b.h.p. A short universally jointed propeller-shaft takes the drive to the chassis-mounted final drive unit, which consists of an E.N.V. nose-piece and gear assembly contained within



The details of the double-wishbone suspension used at both front and rear are apparent in these two views. The spring mounting and disc brake are also visible at the rear (below).



variety, which are secured by three-eared knock-off hub caps; 6.00in section tyres are used at the front and 6.50in at the rear. The main fuel tank is mounted behind the seats, the spare wheel being slung horizontally below it, while a subsidiary fuel tank is carried below the passenger seat; the total tank capacity is in excess of 40 gallons.

The radiator slopes forward, and is flanked on the right side by a small oil radiator; most of the air which enters under the nose of the car and passes through the radiators emerges through a duct in the top of the bonnet without entering the engine compartment. The body panels, all of which are quickly detachable and secured by Dzus fasteners, are of 18 s.w.g. aluminium.

This new car represents the first essay by its manufacturers into the large-engined sports car field. It would seem to perform very well, and its future will be watched with interest.

FERRARI TYPE 750S

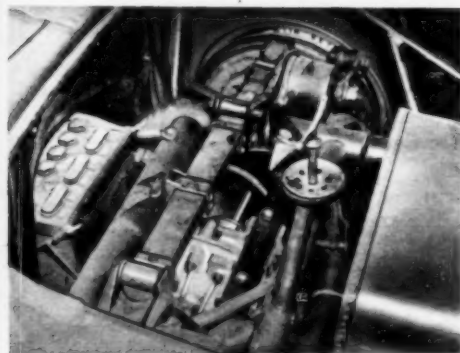
LATEST of the sports cars to come from the Ferrari factory at Maranello, near Modena, in Italy, is a four-cylinder 3-litre model designated the Type 750S. On its first major competition appearance the new car scored a resounding success, for two examples filled the first two places in the 1,000-kilometre Supercortemaggiore Grand Prix at Monza on June 27, as recorded in last week's issue of *The Autocar*. The winning car was driven by Britain's J. M. Hawthorn, with Umberto Maglioli as co-driver, and its average speed for the run of over six hours' duration was 100.6 m.p.h.

The basis of the new car is the chassis

which first appeared in the 2-litre sports car called the Mondial, one example of which took second place in this year's Mille Miglia with Vittorio Marzotto at the wheel. This is a multi-tube frame on familiar Ferrari lines, with independent front suspension by double wishbones and a transverse leaf spring aided by large, soft rubber buffers to give a rising rate. At the rear a de Dion layout is used with twin radius rods on each side, lateral location being provided by a trunnion block sliding in a vertical channel attached to a chassis cross member behind the de Dion tube. Here again a transverse leaf spring is employed.

The four-speed gear box is mounted

MPETITION CARS



The transverse leaf rear spring, part of the de Dion tube, the battery mounting and one rear spring damper can all be seen in this view inside the tail with the spare wheel removed.

in unit with, and projects forward of and below, the final drive casing; actually, these units, together with the i.f.s. and rear suspension, are identical with those employed in last year's formula 2 racing Ferraris. The wheelbase of the 3-litre is the same as that of the Mondial, namely, 7ft 4½in.

The engine, however, is almost entirely new. It resembles the latest formula 1 unit externally, and uses a light-alloy crankcase, and a combined cast light-alloy block and head into which the cylinder liners are screwed from below. The engine is very much over-square in design, the bore being 103 mm and the stroke 89 mm, giving a cubic capacity of



In appearance the new 3-litre Ferrari shows its close resemblance to the other current sports-racing models, the Mondial and the 4.9-litre.

2,962 c.c. The two valves per cylinder are set at a wide angle in the hemispherical combustion chambers (as in the latest formula 1 engine) and are actuated by twin gear-driven o.h.c., but the valve gear itself has been redesigned. Two plugs per cylinder are used, fired by twin vertical magnetos driven from the front end of the engine and mounted side by side with the dynamo between them. Two horizontal, double-choke Weber carburettors provide the mixture; the power output of this unit is stated to be 246 b.h.p. at 5,800 r.p.m.

Large-diameter drum brakes are used, hydraulically operated, as on other present Ferrari models. The fuel tank is mounted at the rear, with the spare wheel above it under a detachable lid in the tail of the body. This body, incidentally, was designed by Dino Ferrari, son of the celebrated Enzo Ferrari, and is constructed by the small coachbuilding firm of Scaglietti, in Modena. The all-up dry weight of the Type 750S is given as 13½ cwt.



The new four-cylinder engine has the overhead valves set at an included angle of approximately 90 degrees; the vertical dynamo is flanked by the two magnetos which provide dual ignition.

THE PHILOSOPHY OF AMEDEE GORDINI

THE name of Gordini is by now very familiar to all enthusiasts for motor racing; but the man himself has always been something of an enigma. His premises are small and unpretentious, in the Boulevard Victor in Paris; his staff is comparatively small, yet he succeeds time and again in producing fast cars, both racing and sports, and in getting them to the line in an enormous number of races during the course of each season.

This 54-year-old Italian-born engineer is often referred to in France as *le sorcier*; the magician, because of his exploits and

successes despite constant financial worries. Recently, over a luncheon table in Paris, he was persuaded to expound some of his personal views on racing in general and the design of racing cars.

The recurrent theme in almost all his statements was, not unnaturally, the necessity for being first and foremost a practical man. To have grandiose ideas of a revolutionary nature is all very well—if only there are the resources necessary for their rapid execution, trial and (if necessary) rejection without a qualm. In the absence of such resources, Gordini

considers that above all racing cars must be as simple as possible, to facilitate hurried last-minute work, emergency repairs, and the quick stripping down and building up so often called for between widely spaced (geographically) race meetings at consecutive weekends.

As he remarked, the practical engineer can often get by without the theoretical genius, but the converse is never true! He would like to experiment with independent rear suspension and a de Dion axle layout, but considers that at present he achieves better results with his well-tried live axle. Perhaps his next step will be in the direction of a straight-eight formula 1 engine on the lines of that which powers his 3-litre sports car, but this is not yet certain.

In the circumstances his achievements with his present cars are quite remarkable. This year he has defeated the works Ferraris at Pau (where Behra won the Grand Prix), while his 3-litre sports car led the recent Supercortemaggiore sports car race at Monza for some time (driven by Behra and Frère), ahead of the works Ferrari and Maserati entries, and, having only one refuelling stop against the two for the Italians, would probably have won had it not broken a rocker—very hard luck.

The financial future? This question brought forth only the reluctant Gordini smile and the answer: "When one is ill, one always hopes to be cured!"

J. A. C.

Amédée Gordini stands beside a 2½-litre Grand Prix Gordini engine on the test bed at his works; in its present form, this engine develops approximately 235 b.h.p.





Driver of the day was undoubtedly M. A. H. Christie, who put up the first three fastest times. Third f.t.d. was achieved in the twin-wheeled E.R.A. of Peter Bell, shown as Christie snakes and slides over the finishing line.

AS Glen Coe is the Glen of Weeping, so must Glen Croe be christened the Vale of Tears. Christened? Oh dear, oh dear! The R.S.A.C. have been consistently unlucky with this hill climb. The setting is superb; the hill is unrivalled for spectators (Prescott addicts take note), and yet the wet weather is notching up 90 per cent of the meetings. And last Saturday, July 3 as ever was so wet, looked like scoring the remaining 10 per cent. The stalwarts amongst the visitors, your reporter included, thought of the halcyon day two years ago when Ken Wharton put up 54.23 sec. If it ever stops raining, Michael Christie could possibly beat that.

Against the tide of water that surged down the hill, drifted in over the mountain land of the Brack and Ben Donich, and seeped up through the rushy glen, it was a driver's day. Nobody in the running for class fastest had too little power; the problem was to use that power with enough skill to stop the wheels from spinning. On that thesis, M. A. H. Christie scores top marks, for he made the fastest time of the day, the second fastest time of the day, and the third fastest time of the day. This tall young man drives with a good head inside that red helmet of his.

F.t.d. fell to the supercharged Cooper of P. H. Bell; this car Christie rode like a thoroughbred mare, letting it shy a little, giving a reassuring twitch of the reins, using a touch of spur where any reluctance to take an obstacle became evident. Lovely driving it was, and as if to show that Miss Pat Smythe isn't the only consistent performer, he did it again for second f.t.d. in his own unblown Cooper, with the rain pouring down all the harder at the moment. All right, you might say, the tricky conditions were just the thing for 1,000 c.c. Coopers; Christie's answer to that was third f.t.d. in Peter Bell's twin-wheeled E.R.A. (no, dear, *not* the black one ex all those Heroes of the Past). This stallion of a car, tufted hoofs and all, came rasping up the hill with its well-known note, as beautifully under control as the other two.

Rest and Be Thankful is an unusual hill. The name is lost in origin, as the sur-

AGAINST THE TRIPLE WATERMANSHIP BLUE FOR M. A. H. CHRISTIE

rounding hills so often are in the mountain mist; but, as with them, what is lost is easily imagined, and the rippling title is probably a pious uttering of some 18th-century roadbuilder. Anyway, it was committed to stone, and stands thus committed at the top of the glen today. A safe bet is that the erector of the first stone in 1750 did not foresee the modern four-wheeled mountaineers, fastest amongst whom have been of late years Raymond Mays (E.R.A.), Dennis Poore's Alfa (3.8), and Ken Wharton and M. A. H. Christie's Coopers (1,000 c.c.). Wharton holds the hill record with his 54.23 sec for the 1,425 yards—just over 53 m.p.h.

The climb is up the old road, the new road taking a more sober slant farther up the mountain slope on the east side of the valley. Spectators have the view superb—almost the whole course, and a nice piece of Highlands when there are no cars in motion. Once a car gets going, the eye is held as it negotiates the obstacles—the hump and the bump, snake bend, Stone Bridge, the Cobbler (a sharp left-hand bend, named after the local mountain), and then the hairpin, round which some cars stagger and cross the proximitous finish almost as if by accident, so that one is reminded of a tipsy lurch across the doorstep. Still, it's a tough hairpin, and its last-minute encounter tends to make drivers take a risk. The gradient peaks at this point (1 in 7.7), having started off at 1 in 12.5, steepened to 8.3 and eased to 14. The surface is firm but bumpy, the way narrow, with inhospitable banks.

Summarizing the day: rain soaks down, the clouds cut off the hill-tops, and J. MacTavish (Allard) splashes up to the final hairpin.

It wasn't all Christie, of course. Ninian Sanderson, of the Ecurie Ecosse, had taken the 500 c.c. class with a climb of knock-kneed elegance in the Staride (who *did* perpetrate that rear wheel suspension?), challenged closely by L. Leston in a works Cooper. Leston, his vivid red shirt a-dazzle against the green car, showed superb judgment in not hitting the Stone Bridge parapet, and in braking, changing down and accelerating away at the final hairpin in less time than it takes to read about. The masters, of course, showed up here. They took the line that mattered, but above all they refused to be hoodwinked by the lovely roar of exhaust as they accelerated away to the finish. Maybe they noticed that the acceleration hardly matched the engine note, for it was here that drivers lost seconds through hopelessly wasteful wheelspin. Shall the car be named that nearly boiled the all-pervading water round its rear wheels at tea-time (Class 8, over 3,000 c.c.)? No, that would be unkind.

Leston challenged Greenall (Coopers both) in the 1,100 class, and was, indeed, hard done by to score two near misses in the day. So was Sleeman, in the 1,500 class, which Christie won. He had wrestled with and overcome gear box trouble (second and third) on his Cooper, and put in two runs only fractions below the class winner's. "Always the same,"



grinned the Australian ruefully, "just ahead of me by hundredths—or is it thousandths?" A good sportsman, Sleeman, well liked at the Rest.

Bearded and bespectacled James Gibbon gave his customary blip-blipping display with his Rover Special, now with disc brakes. Almost unnoticed, however, Ray Fielding just beat his time with an H.W.M. Miss A. Neil took the ladies' award with her Morgan, which everyone agreed was as it should be, but they spared a murmur of admiration for Mrs. Averil Scott-Moncrieff, who bravely, if a little gently, drove a Lotus up and over the bridge from which she had dived in a Bugatti a year or three back. Your reporter felt the strumming of a chord of sympathy when it was learned that the third lady competitor, Mrs. Sheila Whyte, did not like the salmon pink of her TR2. It leaped up quite well in 85.13 sec, though, if you like your puns fishy.

It was a wonder that there was not more trouble; in fact, the afternoon was surprisingly free of the wilder slides.

Johann Strauss Bradnack earned the title of waltz king in practice when he pirouetted round the Cobbler in a Cooper. It was wet then, too. "I might as well be in a touring car," he grumbled, but in fact, making a late run on the actual day, he put up an excellent 69.34 sec, being beaten in the class only by Christie.



A finely judged negotiation of the Stone Bridge left-hand bend by J. D. Sleeman (Cooper), who made second f.t.d. in his class.

TIDE

AT REST AND BE THANKFUL

Ruggles' Dellow came up to the hairpin at a knotage that spells trouble to an old Clyde pilot. Its quartermaster put the helm hard over, but he might as well have gone down to the galley to make tea, for the Dellow slid straight on, helped by uneven braking. Fortunately the mighty vessel (1,496 c.c.) lost way sufficiently to clear the rocks; it lost seconds, too.

There were some nice duels between local rivals. Bongazoo battled with Burdmonk, and, if that is Gaelic to you, it can

be translated as A. H. B. Craig fighting it out with Nigel Kennedy, the former with 939 c.c. of special, the latter with 1,086; Burdmonk beat Bongazoo. In more conservatively titled circles, Lockhart's 4½-litre short-chassis Bentley had the edge on Melville's 30-98 Vauxhall, though if Melville had not spun on the hairpin it might not have had. T. Bryce, driving H. Feldman's Jackall-B.M.W., went a-wandering at the hairpin and had to be recalled with reverse gear, and Finland's blue Cooper lost its transmission by Stone Bridge and had to call it a day with a run and a half.

Water poured from the heavens, cascaded in white streaks down the flanks of the Cobbler, Brack and Ben Donich and all. One felt apprehensive about the cars in the lower park, which ought to have floated away. The crowd had been washed from its rocky perches. Programme notes had become alarmingly smudgy. Photographers swam hither and thither; officials remained stubbornly undaunted. Peter Hughes took the last hairpin blind on a good second Tojeiro run. "The perishing thing misted up inside," he complained, showing his vizor, "and I couldn't see a thing."

One's admiration for the drivers was unstinted. They stuck at it, trying desperately hard to make the afternoon avoid the complete washout. And they did it, too, to such good purpose that next year they can be assured of at least one swimmer who is prepared to plunge into the waters again—your reporter, a veritable glutton for punishment.

PROVISIONAL RESULTS

Fastest Time of Day: Cooper 1.098 s (M. A. H. Christie), 63.57sec. **Second f.t.d.:** Cooper 1.107 (M. A. H. Christie), 65.67. **Third f.t.d.:** E.R.A. 1.980 s (M. A. H. Christie), 66.03.
Up to 500 c.c.: 1. Staride 497 (N. Sanderson), 67.49; 2. Cooper 500 (L. Leston), 67.92.
Up to 1,100 c.c.: 1. Cooper 1.100 (Hon. E. O. Greenall), 68.03; 2. Cooper-J.A.P. 1.098 (L. Leston), 68.49.
Up to 1,100 c.c. s.: 1. Cooper 1.098 (M. A. H. Christie), 65.87; 2. Cooper 1.098 (B. E. Bradnack), 68.34.
Up to 1,500 c.c.: 1. Cooper 1.107 (M. A. H. Christie), 65.67; 2. Cooper 1.152 (J. D. Sleeman), 66.12.
Up to 3,000 c.c.: 1. H.W.M. 1.996 (R. Fielding), 70.79; 2. Rover Special 2.638 (J. Gibbon), 71.33.
Up to 3,000 c.c. s.: E.R.A. 1.980 (M. A. H. Christie), 66.03.
Over 3,000 c.c.: 1. Bentley 4.398 (J. O. Lockhart), 72.90; 2. Vauxhall 4.224 (W. P. S. Melville), 73.29.
Ladies' Award: Morgan 2.069 (Miss A. I. C. Neil), 63.35.





The road over Fleet Moss, near Hawes, in Yorkshire, rises to a height of nearly 2,000 feet and offers magnificent views over Wensleydale and the surrounding moorlands.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON S.E.1.

Comparison

Caustic Comment

[65733].—I would like to comment on the Bentley-Buick comparison made by Mr. A. C. S. Irwin [65685]. His points were:

1. That the Buick is lighter. In fact, the Bentley is almost 1 cwt lighter.
 2. That it has better petrol consumption. Lack of the need for repairs—one assumes a reasonable annual mileage, say, 20,000—on the Bentley would eliminate any difference over two or three years in running costs.
 3. That it has better acceleration. On any journey the superiority of the Bentley's brakes and roadholding would eliminate this difference also.
 4. That, although not a sports saloon, it is almost as fast. Mere performance figures do not make a sporting vehicle.
 5. That one can buy three Buicks for the price of one Bentley. Unfortunately, three Buicks will not steer, stop or hold the road better than one Buick, or as well as one Bentley.
- Mr. Irwin does not notice that the Buick's engine is 664 c.c. bigger than the Bentley's, or the difference in braking performance and pedal pressures. Of course, for a car costing £3,100 the Bentley is sparingly supplied with chromium and overhang. It also has a dangerously accurate speedometer, a constant temp-

tation to go faster. On the other hand, the Buick keeps its owners down to safe speeds by the following devices: brakes which fade after about three applications from maximum speed; suspension which deters anything approaching fast cornering; and who will want to exceed 120 m.p.h. when it seems like 98?

To end on a serious note, I feel that it is a good thing that such cars are not common on our roads. With their great size, sports car speed—in a straight line—and Atlantic roller roadholding they would constitute an enormous potential danger on our narrow, carthorse road system.

London, E.6.

FRANCIS N. MEGAHY.

The Craftsmanship Will Pay Dividends

[65734].—I was interested in Mr. A. C. S. Irwin's letter [65685] comparing the Buick with the Bentley.

I would like to raise two points which I feel he has overlooked. The first is that the b.h.p. of the Bentley is only 140, compared with 200 for the Buick; and, secondly, it must not be forgotten that the craftsmanship in the manufacture of the Bentley is very much better and will result in a longer life.

Stowe, Buckinghamshire.

J. M. RENSHAW.

"Consular Service"

Vibration Period Successfully Cured

[65735].—As a very satisfied owner of a 1953 Ford Consul, I was much interested in the article on this car by Michael Clayton, in the issue of May 7.

Invitation!



Only when you have actually seen and handled this great-hearted car will you realise what Magnificent Motoring really means

Speak to the man who knows cars through and through and ask him about the Riley. He will tell you of the superb engine, its hemispherical combustion chamber, its tremendous stamina. He'll have a lot to say about the delightful quality of steering, suspension and outstanding road-holding. He may tell you that the Riley is the latest of a long line of great-hearted cars and that the workmanship is of a standard that is rare nowadays. He's certain to suggest that you try a Riley and share his enthusiasm. Why not take his advice?



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CORRESPONDENCE

continued

Although, in this country, we drive farther and faster than is possible at home, and do not have to contend with the same adverse weather conditions as I, personally, have experienced in some ten years of driving in London and Sussex, I think it is still possible to carry out some of the improvements that Mr. Clayton suggests with, probably, every benefit to Consuls in South Africa.

But I would like to make one suggestion, which I feel is very necessary: I refer to the vibration which Mr. Clayton has experienced at from 60 to 66 m.p.h. He points out that checking of the propeller-shaft balance did not remove the trouble, and says that investigation continues.

In my own car this vibration started at 50 m.p.h. and was very bad until 55 m.p.h. was passed, when all vibration ceased. I took the matter up with the agent from whom I purchased the car, and he advised having all five wheels balanced. This was done, and the appropriate weights added to each wheel, since which time I have had no vibration at any speed up to 75 m.p.h., above which I have not attempted to drive, so far.

Incidentally, I drive a minimum of 1,000 miles a month, and tyres are changed round regularly every 2,000 miles.

Johannesburg, South Africa.

EDWARD E. POWELL.

Caravan Colours

A Matter of Superstition

[65736].—In reply to letter [65694], I would like to say that I recently asked a caravan salesman why all vans should not be green in order to obviate the criticism regarding unsightliness. Apparently one important reason is that green is an "unlucky" colour.

I know at least two people who will never wear green (or have green cars). Wives of caravan purchasers are particularly strong on this point—even to the extent of writing across the order "Any colour but green."

London, S.W.3.

PETER STEVENS.

Fly-overs

Example Needed at Wokingham

[65737].—Just before the war I spent three months near Wokingham, and found the A4 crossroads an absolute nightmare.

I drove a phenomenally slow Morris Ten-Six (actually a Twelve), and, owing to the width of the crossing, I would find myself halfway across, expecting to get hit by something rushing down the Floral Mile, or leaping over the Loddon. After all, even in those days the Bentleys and Railtons went quite fast.

I never thought of a fly-over, but of course it would be the perfect solution. Part of my trouble was, of course, caused by obeying the halt signs.

South Croydon, Surrey.

JOHN ROSCOE.

Police Methods

Subtle Distinction?

[65738].—The letter from Mr. S. H. Lees, of Oldham [65713], about the police of that town, is interesting. I would point out, however, that I mentioned no "black spots." I merely wished to inform other motorists of the methods adopted by some of the police in this area, and of the prejudiced court procedure there. As Mr. Lees points out, they are not all so bad. In fact, an Oldham policeman once lent me a tyre pump in the small hours, and what is more, pumped up the tyre.

Mr. Lees tells us that he, too, has been apprehended for speeding in Oldham—but without being summoned! I wonder just where the dividing line is between summoning and convicting a motorist who was not speeding, and not bothering with one who was admittedly speeding? I hope your correspondent's luck holds out.

Stockport, Cheshire.

R. B. McHARDY.

Car Delivery

Reputable Firms are Not Guilty

[65739].—In view of the recent correspondence on the misuse of cars during delivery, I should like to add, in all fairness, that the more reputable firms are seldom guilty of this crime.

On my daily route I very often see examples of a small popular saloon on their way from the factory. They are driven viciously off from rest, and the gears are used as little as possible. Consequently, it was a most healing experience recently to observe a Jaguar XK120 on delivery.

The car was driven off slowly in first gear, and was accelerated steadily and carefully through all the gears. The delivery driver handled his potent charge like the proverbial box of eggs, using the gear box freely and putting the minimum possible load on the engine.

Bearing in mind the very plausible letter "Cause and Effect" [65714], it would be interesting to hear of the comparative oil consumption of cheap, and more expensive cars of similar size.

Romford, Essex.

D. L. BOUCHIER.

Kerb Scrapers

Well-Meant Warning

[65740].—May I respectfully seek your co-operation in thanking the many motorists who draw my attention to the useful kerb scrapers protruding from the left-side wings of my car.

Thanks, when one is driving, are sometimes expressed with some impatience after much commotion from behind. Every day my attention is drawn to "something sticking out of your car," and only recently, after considerable hooting, a well-meaning follower remarked that there were "two hat-pins" in my tyres.

I would suggest that the advertising of these very useful accessories has not been sufficient, bearing in mind the prevention of damage to modern bodywork against high kerbs, soiling of white-walled tyres, and also their enabling one to park exactly to within an inch of the kerb in places where correct parking is an advantage.

London, N.W.11.

CHARLES H. SMITH.

Oil Consumption

A Fresh View Must be Taken

[65741].—I am somewhat astonished at the reports by your readers that certain manufacturers regard an oil consumption of 2,000 m.p.g. as normal when their products are in their first youth.

Inspecting the dipstick and topping up is a messy business, whilst, if the job is left to the average pump attendant, almost invariably oil is spilt on the engine or the mudguard or both.

I pointed out in a letter some time ago the variations that existed in the methods of oil filtration and the differences in the periods between oil draining of different manufacturers. It would now appear that some of them need to take a fresh view of what constitutes trouble-free motoring, because none of the four new cars, each of different make, I have owned since the war has consumed more than a pint of oil in 2,000 miles.

Taplow, Buckinghamshire.

W. D. PUGH.

Findings After Experiments with Non-additive Oils

[65742].—An aspect of heavy oil consumption which receives little attention is the type and quality of the oil used. Without, in any way, wishing to decry the merits of the modern additive-treated oils supplied by the major oil companies today, we hold the belief that the use of these oils does lead to increased oil consumption.

We have recently conducted a series of road tests on various engines in different stages of wear, using our own S.A.E.30 oil, blended from nothing but Pennsylvanian stock, with no extreme pressure or detergent additives. We have found, in every case, a remarkable reduction in oil consumption, usually in the region of 50 per cent, when compared with other S.A.E.30 oils.

Oils produced from the Pennsylvanian fields are recognized as being the finest in the world. They have the best viscosity curve and they are often used to boost up poorer stock. Unfortunately, however, they are in rather short supply, and are rather more expensive than other oils.

Sutton, Surrey.

S. C. GOODMAN, M.Inst.Pet.,
Director, S. C. Goodman, Ltd.

More Support

Oh, to be a Trade Union Member!

[65743].—I would like to suggest that your sub-heading to Mr. R. B. McHardy's letter [65683] should have read "More Support for the Motorist, Please" and not "... for the Motoring Organizations..." I most strongly support this correspondent's remarks concerning the way our motoring organizations pour their large incomes away on the less important matters, whilst practically disregarding major issues which, after all, are

D

CORRESPONDENCE

continued

their *raison d'être*. Every motorist should be able to make some attempt to "get himself home" or find his way without an elaborate route card, but it is beyond his scope to take a big hammer to the Government or other large concerns; this is where the organizations should come in. But their attitude seems to be, like certain governments, "We'll take a lot of your money, and then you'll do, not as you like, but what we say is good for you." I, similarly, am not a member, for these reasons.

"Cantium's" letter [65696], in the same issue, amounts to a plea on similar lines and he may rest assured that his is not just a voice crying in the wilderness, but one of many who would like to be a member of a "trade union" that would make some attempt to combat the injustices inflicted on the motorist.

Rotherham, Yorkshire.

J. N. NICHOLSON.

[Our correspondent is correct. The sub-heading should have read "More Support from the Motoring Organizations. . . ." A typographical error was responsible.—Ed.]

Ablaze

Particles of Dust Caused the Blaze

[65744.]—Regarding the blaze which took place in the car belonging to Group Captain R. Bayne Brown [65701], I have known of similar mishaps. The cause is dust from the roof-lining floating in the atmosphere.

The remedy is slightly to beat the cloth and well brush it once a fortnight. If the upholstery is cloth this will need the same treatment.

London, S.W.18.

E. L. JOHNSTONE.

Warning to Smokers

[65745.]—With reference to letter [65701] I cannot offer any explanation of what followed after your correspondent struck a match to relight his pipe, but if he had been immediately involved in an accident I could certainly have deduced the reason.

For a motorist of 36 years' experience to strike a match and light a pipe whilst travelling (in top gear, be it noted) is the height of folly and, to put it as mildly as possible, he should have known better.

Grays, Essex.

WM. P. DUKE.

A Practice to be Frowned Upon

[65746.]—I appreciate the alarm which your correspondent [65701] felt when, on lighting his pipe, the inner lining of his car roof burst into flames.

The amazing thing to me is, however, that a driver of 36 years' experience should try such a foolhardy trick as that of lighting his pipe when the car was moving. He says, "I had changed to top gear and then struck a match to relight my pipe."

In the interests of the safety of both himself and others, he should study that excellent publication by the R.O.S.P.A. entitled, *Turn to Better Driving*, in which, under the heading of "Concentration," he will see several "don'ts" among which is the practice of lighting a cigarette or pipe when moving.

Northwich, Cheshire.

G. C. ROWLEY.

Explanation and a Moral

[65747.]—I think perhaps I can offer an explanation for the unpleasant experience of Group Captain R. Bayne Brown, the head lining of whose Ford Prefect burst into flames so unaccountably.

About twenty years ago I had a similar conflagration in the car I was then driving, a 1935 Jowett saloon. After lighting a cigarette, fortunately whilst the car was stationary, I passed the lighted match back to my passenger in the rear seat for him to light his. Although the flame must have been inches away from the head lining, there was suddenly a flicker of blue fire which, literally in a flash, spread over most of the roof area and as quickly died away. No damage resulted, the only sign of burning being slight singe marks on the cloth.

The head lining used on the Jowett of that period, and on the 1952 Prefect, is a cotton material, the "operating" surface of which is teased in the course of manufacture into a soft kind of nap. In the warm, dry atmosphere of the interior of a saloon car this material, being very absorbent, becomes impregnated with petrol vapour which, in quantities small enough to be undetected by the driver or his passengers, is breathed from the engine back into the body of the car, and also, no doubt, from the rear tank.

Maybe there is a moral here somewhere? . . .

UBIQUE.

Milnimer, Aberdeenshire.

"Spirit of Progress"

Britain Has Just Such a Car as is Required

[65748.]—I read with great interest the article "Spirit of Progress" by A. G. Douglas Cleave in *The Autocar* of June 18, as the conditions here, in Greece, demand exactly such a car: a compact high performance four-seater, light, yet rigid in structure, with an engine around one-and-a-quarter litres. It should have excellent road holding and brakes, as Mr. Cleave points out, and, I would add, it must be reliable and have a reasonably long life.

I believe that Great Britain already has the basis for such a car. The Morris Minor is exactly right, provided it had a different engine. An M.G. TD engine and gear box or, if this is expensive, an Austin A.40 engine, possibly with two S.U. carburettors, as in the A.40 Sports, would provide an excellent British counterpart to the Fiat 1,100.

Of course, suspension dampers and brakes should receive some attention in order to cope with the higher speeds (I presume 80 m.p.h. will be possible with such a combination), but no radical change will be needed. Is there any hope that we may see such a car coming from a British factory soon? I, for one, would immediately put my name on the waiting list.

Psychico, Athens.

G. NICOLOPOULOS.

Service

Satisfaction from a Singer Roadster

[65749.]—I feel bound to write to tell you of the excellent service I have had from the Singer Roadster I bought new in 1947. I have just returned from a visit to Scotland during which the car reached the total mileage of 52,000.

During all the time I have had the car I have never had to lift the bonnet for other than normal maintenance—apart from once, when a clutch plate spring broke, at 45,000 miles. What is more remarkable, the car seems as far away from a rebore as ever; it still does 500 miles to a pint of oil, and the engine still runs very sweetly. Most of the 52,000 miles represent "stop and start" motoring, often pulling a trailer full of luggage, which must be a very severe test.

Another point which seems to me to be unusual is the small amount of tyre wear. My car is still fitted with the four original Goodyears, which were re-treaded at 35-40,000 miles.

I should add that I am in no way connected with the Singer company.

Watlington, Oxfordshire.

H. J. DUCAT-HAMERSLEY, Col.

Horse's Head Handle

Plea for the Fly-off Hand Brake

[65750.]—Your editorial on the subject of "Horse's Head Handles" so accurately hits the nail on the head that I feel impelled to express the hope that you and all your technical staff will continue to condemn these ghastly contraptions until they are only an unpleasant memory.

How very right you are in your remarks, and how surprising it is that manufacturers of excellent cars should continue to fit such abominations. Presumably, cheapness has most to do with it. Equally surprising is their acceptance by the buying public.

Apart from the viewpoint of cost saving, the craze for three-abreast bench seats and a clear floor for the middle occupant will have had its influence, but at least one of our largest manufacturers has achieved virtue here by means of a convenient lever at the driver's right hand.

Further, I would put in a plea for the "fly-off" hand brake, irrespective of the type of car concerned. It is difficult to understand why this type is not more favoured by the more enlightened firms who have kept clear of the umbrella handle bug. It is simplicity itself to operate, is extremely useful when threading dense traffic in awkward towns (by providing temporary two-pedal control), and it is very handy when manoeuvring in and out of garages.

Is it too much to hope that the provision of a really functional hand brake may receive more earnest consideration by designers, and that your comments may not fall on stony ground?

Halifax, Yorkshire.

R. H. GARDNER

Ear, Not Mouth

[65751.]—On reading your editorial ("Horse's Head Handle," June 25) on the hand brake, I was about to say "ear" were it not for the regrettable confusion between Albert and his stick. Wallace, at least, knew which orifice applied to which.

Market Harborough, Leicestershire.

J. S. BLAIR.

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Look for the red, yellow and green sign which distinguishes the "Quality Tested" used vehicle dealer . . . or write to Vauxhall Motors Ltd., Luton, for details and addresses.

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1ST Fangio (**MERCEDES**)

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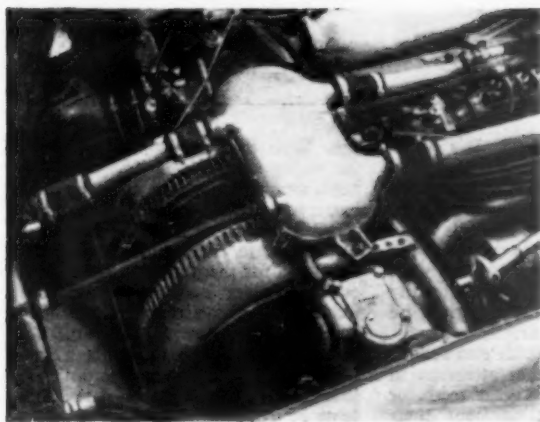
1ST Polensky/Freiburger (**PORSCHE**)

2ND Veuillet/Olivier (**PORSCHE**)

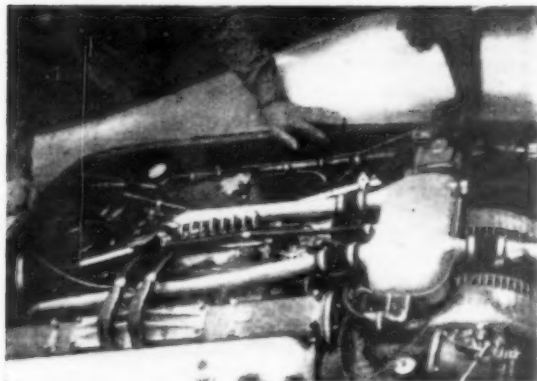


THE MASTERPIECE IN OILS

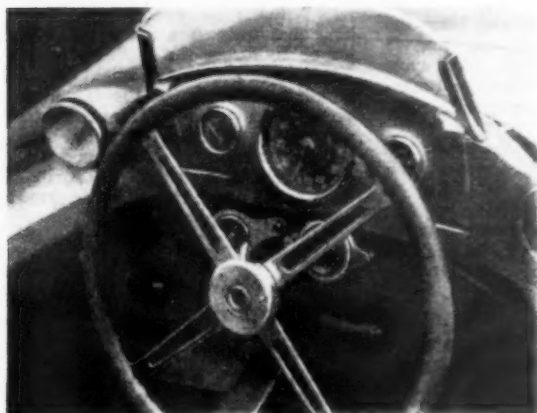
FORMULA 1 MERCEDES



Forward of the engine are the large front brake drums, with turbo finning and surrounding cowls; these drums are driven from the front wheels through short universally jointed shafts. Flexible pipes lead from the oil cooler. Because of the presence of this mechanism at the front, the portable electric starter (right) is inserted at the rear of the car and meshes with the input shaft of the gear box.



Engine view from the right side of the car, to which the engine inclines at a steep angle. The separate header tank and water pipes are noticeable, as are the upper (inlet) camshaft cover and (in foreground) the air intake manifold and throttle valve.



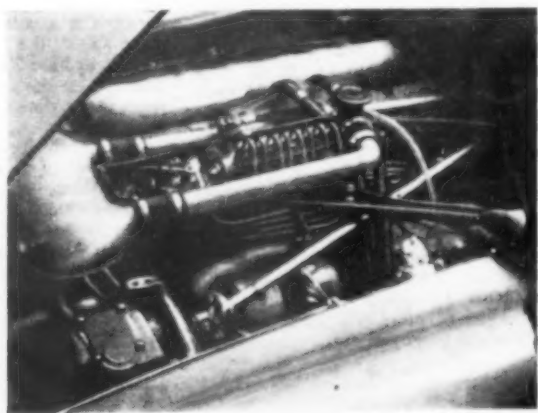
The cockpit of the new Mercedes; in front of the driver is the rev counter, flanked by the oil pressure gauge and water thermometer; below the oil pressure gauge is an oil thermometer. The trigger release for the steering wheel can be seen.



duct leading from the right-hand side of the wide, shallow radiator, with the air throttle valve at the front end.

Two plugs per cylinder are used and these do not appear to be very accessible. The five-speed gear box, which is mounted behind the rear axle, has a right-hand gate control with a lift-up catch for reverse, and takes the drive through a small-diameter single-plate clutch and divided propeller-shaft. Torsion bar suspension is used front and rear, aided by telescopic dampers. Double wishbones are fitted at the front.

The swing type rear half-axes are located laterally by two curved arms mounted transversely beneath the axle centre line, the drive being taken by short shafts to the hubs, which have Watts-type linkage on the radius arms. Inboard hydraulically operated brakes have a very large lining area; light alloy, finned drums with liners are used. The front brakes are immediately behind the radiator; the rear are cooled by air led from a scoop in front of the windscreen through a large-diameter Y-shaped pipe which passes under the driving seat. Centre lock wire wheels are used, those at the rear being fitted at Rheims with 7.00 by 16 tyres and at the front with 6.00 by 16.



The left side view of the engine shows the fuel injection pump and its associated pipes; the steering box is in the foreground, and the steering column is universally jointed.

The magneto can be seen behind the steering column.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Roundabout

I HAVE been looking at a snapshot of a West Country curiosity, the signpost outside Moretonhampstead; one arm says, "To Fingle Bridge via Drewsteignton," and the other, "Drewsteignton via Fingle Bridge." At first thought the location of these two places in relation to each other puzzled me. But they are both on the same circular loop. The tourist merely has to ponder which of them he would like to see first, and which second, and plot his course accordingly.



Curiosity.

Buttressed

WE sat in the little French restaurant admiring the cathedral-like proportions of the church outside. My colleague, an artist, remarked that he was trying to make up his mind as to what colour the windows were, and both of us tried to see those windows as a great painter would. In the light of the sun there was no doubt as to the predominant colour of the magnificent stonework, for the gold seemed to stream out of it. Best of all were the flying buttresses; delicate, prancing shapes combining function with beauty in a way that gave satisfaction to both aesthetic and technical senses. Architects no longer use flying buttresses, and can no doubt quote a dozen good reasons for not doing so. While prepared to accept them, I wish they could prove that their modern buildings were as satisfying as this flying-buttressed church.

Come to think of it, I wish car stylists could prove that some of their latter-day shapes are as satisfying as earlier ones. I was glad to see that my car, standing in the park underneath the great church, was in harmony with it. Now I suppose a certain ribald colleague of mine will want to know where the gargoyles are.

Noises

A FRENCH engineer, M. Cabarat, has analysed car noises, and his results show how complex they are (the study, in French, is published in the

January S.I.A.J. Journal). His summary, however, is succinct: car noise is caused mainly by vibration, which should be eliminated at source.

He finds that exhaust noise is complex, with a frequency corresponding to that of the exhaust valve opening; that various silencers are reasonably efficient; that timing gear noise may be reduced by special materials and helical teeth; that helical teeth also reduce gear-box noise; and that attention to the finish of differential gear teeth, or thermal treatment to augment their sound-damping capacity, is desirable. Tyre noise arises from the contact of tread blocks with the ground, the ensuing vibrations causing resonance in the body panels.

Anti-vibration mountings reduce vibratory noise, and smoothing off of body contours keeps aerodynamic noises down. Vibratory members should not be mounted in the middle of large, flat panels, and ribbing is necessary to stop panels from vibrating at a common frequency. Such ribbing needs to be straight, at right angles to the supported edges of the panel, and non-intersecting. Sheet steel gets a good mark for panelling because of its ability to dissipate vibratory energy in the form of heat.

Brakes

IN spite of a desire to live and let live, I find myself shaken by Road Research Laboratory braking tests on motorized bicycles, and fervently in agreement with the Laboratory's opinion that brakes need designing for these machines that are efficient in all weathers. On a dry road, minimum braking distance from a speed of 20 m.p.h. varied from 26 to 37ft for various machines; the figure compared with 24ft for a pedal cycle and 21ft for a car. On a wet road, and from the same speed, the figures were from 43 to 94ft, against 79ft for the pedal cycle and 23 for the car. Hub-type brakes seem better than either caliper or cantilever type.

Most motorized bicycles retain the rim brakes of the pedal machine, and the braking efficiency of these is greatly reduced when the rims are wet. It seems that, if brake testing is to be done on the road, a start might be made on the two-wheelers. These wide variations are not good enough.

There She Blows

THERE is more than coincidence in the fact that within a few hours of having a new battery fitted my car suffered two bulb failures—one of a side lamp bulb and the other of an interior light. Both bulbs were of some

age. With the new battery, of course, the voltage on charge would be very high, much higher than that of the old battery at the tail end of its life, and as a result the brittle old filaments of the bulbs had to carry rather more than was good for them at their time of life.

I am never easy under side-lamp failure and always change the bulb on the spot. If, however, the fault does not lie in the bulb there is a great temptation to make for home rather than fiddle around in the dark in the hope of locating what is usually a bad earthing contact. The last time I did so I switched on dipped head lamps, but not many of my fellow motorists realized that I was trying to help them. I was flashed at three or four times by some passers, and one coach driver tried to run me into the bank. Sometimes I wish that the British driver would mind his own business a little more and not always think it incumbent upon himself to drive around telling others what to do.



Opened to the public.

Gardens

THE National Gardens Scheme, under which gardens are opened to the public for a small fee which goes to the Queen's Institute of District Nursing, has been running for so long that there is a tendency for the public to forget the facilities offered. They are peculiarly suited to the motorist, for most of the big estates are situated well away from the towns, parking space being thereby ample and the number of people present at any given time being too small to destroy the peace that all gardens must have for real appreciation.

Islands

THE central island is an abomination. Two were erected outside the Wheatsheaf Hotel, at Virginia Water, Surrey, about a year ago. I commented at the time. The western one was knocked down almost immediately; I wonder if anyone was killed? The eastern one was knocked down a few weeks ago. I wonder if anyone was killed . . . ?

Multi-storey Car Park

PLANS for a multi-storey car park for nearly 800 cars, to be erected in the centre of the city, have been approved by the Bristol planning committee. Cars will be parked on seven floors and the roof will be suitable for use as a helicopter station. Work on twelve shops in Fairfax Street, over which the car park will be built, begins shortly.

Decrease in Road Accidents

DURING May there were fewer than 20,000 casualties on the roads, which was a decrease of 1,211 in comparison with May of last year. The number of people killed was 60 less than in the previous May, and 319 fewer were seriously injured. The final figures for April gave a total of 17,497 casualties, which was 394 less than in the previous April.

The Ministry of Transport has commented that the increasingly noticeable feature of the figures is the number of casualties to riders of motor-assisted pedal cycles.



Just before the recent State visit of the King and Queen of Sweden to Great Britain, Her Majesty Queen Louise took delivery of a new Morris Oxford. Lady Nuffield is seen here during a visit to Sweden presenting the keys to Baron C. E. von Platen, the Royal Equerry.

NEWS and VIEWS

Referring, in the House of Commons recently, to accidents on pedestrian crossings, Mr. Hugh Molson, on behalf of the Minister of Transport, said that the increase was mainly owing to the extra number of people now using the crossings. Although there had been an increase in accidents on crossings, the total number of accidents to pedestrians had been proportionately well below the growth in the number of vehicles since the zebras were introduced.

New Ferry Airport

SILVER CITY AIRWAYS opened their new £250,000 Ferryfield Airport recently. The airport is on Romney Marsh, a mile to the east of Lydd and 9 miles from Lympne airport, the state-owned airport where the company started its cross-Channel air ferry service for vehicles and passengers six years ago. Only the Le Touquet air ferry, with services throughout the day at 20-minute

intervals, is working from the new port at present.

This is an all-weather terminal with two concrete runways, a 30,000 sq ft terminal building, and the latest radar installations. A special port has been made necessary by the volume of traffic, for last year nearly 40,000 vehicles were flown across the Channel.

Round Australia Trial Starts

THE marathon Redex trial in Australia—it takes 17 days and covers 9,600 miles—started on July 3. The course is almost a complete circuit of the continent, and in some stretches is extremely difficult going. Australian-built Holdens dominate the entry list with 55, followed by Fords, both British and American, with 41; 28 Peugeots; 22 Standards, 18 Austins; 10 Humbers; eight Citroens; eight Rovers; six Morris; four each of Volkswagen, Renault and Chevrolet; three each of M.G., Jaguar, Hudson, Ply-

mouth and Mercedes; two each of Jowett, Hillman and Armstrong Siddeley; and one each of Buick, De Soto, Dodge, Fiat, Lagonda, Nash, Oldsmobile, Singer and Studebaker.

No Relief at St. Albans

THE great congestion caused in St. Albans by the crossing of A5 and A6, two of the country's greatest arteries, came up in the Commons on July 2 when the parliamentary secretary to the Ministry of Transport, Mr. Hugh Molson, said that the need for a by-pass on a large scale around St. Albans was fully admitted. But he later added that this development could not be encouraged at the present time.

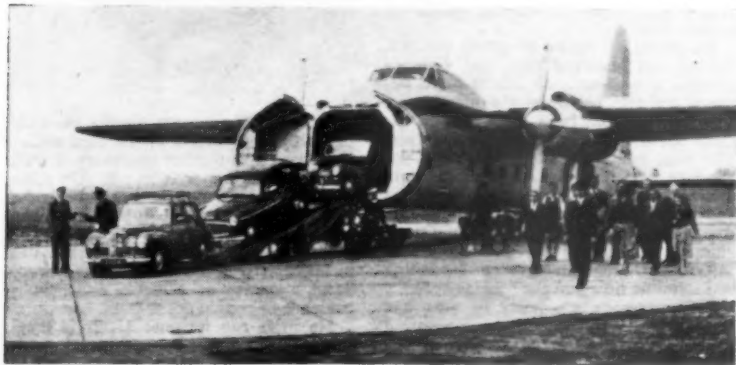
Anglo-U.S. Veteran Rally

SELECTION of the American team of veteran cars to enter the event to be held in Britain commencing on September 4 is now complete. It follows the American Veteran M.C.C.'s search for the ten best thoroughbred cars that they could find. The leader of the U.S. team will be Mr. Henry Clark, Jr., of New York, who is the owner of the Long Island automotive museum. He will drive a 1916 Pierce-Arrow race-about. The event is being sponsored by the British Travel Association.

Vauxhall New Car Warranty

TWO improvements in their new car warranty scheme have been announced by Vauxhall. No labour charges will be made for the installation of parts during the six months' warranty period; previously parts have been supplied free for the complete period, but after the first three months the owner has had to pay half the cost of labour. Claims up to £10 on a Vauxhall warranty can be dealt with on the spot; if larger sums are involved, immediate authorization is given to the dealer, by telephone if necessary.

The other change is that the warranty is now honoured on the Continent as well as in Great Britain; legitimate claims will be met by any General Motors dealer in



One of the Silver City Airways Bristol Freighters with which the Continental car ferry traffic is handled.

NEWS and VIEWS . . . continued

Europe. Conversely, vehicles bought on the Continent will have a similar service from Vauxhall dealers in this country. These arrangements also apply to the check and adjustment which is carried out free when a vehicle has completed the first 500 miles.

Jaguar's U.S. Extension

JAGUAR activities in the U.S.A. have been extended by the establishment of a branch office in Los Angeles of the Jaguar Cars North American Corporation.

Mobile Town

A SITE for 208 caravans is being laid out at a former R.A.F. station at Maidens, Ayrshire. It will take two years to complete, and is to be operated in conformity with the regulations of the National Caravan Council.

Irish Sales

DURING May the Austin company took the lead in Northern Ireland by selling 152 cars. Ford were second with 129, Hillman third with 111 and Morris fourth with 102. These four makes were well ahead of their nearest rivals.

Cheaper Heat

PRICE reductions have now taken effect on some of the recirculatory car heater kits made by Smiths Motor Accessories, Ltd. Those for the Ford Anglia and Prefect and 1949 to 1952 Morris Minors are reduced by 15s. The complete kit for these cars now costs £13, including the auxiliary water pump.

Riviera Bound

A NEW booklet has been produced by the A.A. called *Routes to the Riviera*. It combines the typical A.A. route maps showing fast through routes to the south from the various Channel ports, street plans of the principal cities and towns, a short gazetteer and a descriptive list of resorts on the Côte d'Azur.

Members' individual route requirements will continue to be supplied, but this new booklet will be issued to all who ask only for a route to the south of France. The demand is expected to be heavy as requests for foreign routes are up by more than 25 per cent compared with last year, and already the A.A. has issued more than 37,000 separate itineraries for journeys on the Continent.

France Follows Suit

MERGERS are in the news; the one most recently announced is between Simca and Ford of France. Shareholders are to be asked for their permission and it is planned that Ford (France) shareholders should receive 455,713 Simca shares, one for every 23 Ford shares held.

The new combination, second only to the Renault works in size, will compete with the larger organizations rapidly forming in Great Britain and the United States. Renault are, of course, a Government concern; the merged companies will be the largest car firm in France.

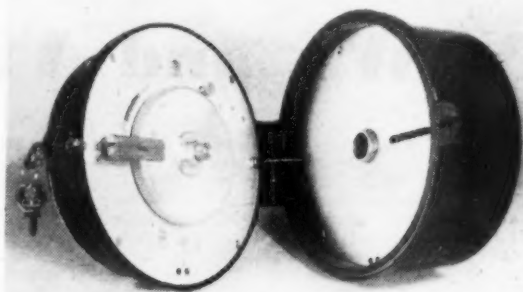
More French Cars

FRENCH production of cars is going up. In the first five months of 1954, 248,275 cars and commercial vehicles were built, a 24 per cent increase over the 201,240 for the same period in 1953. Renault and Simca show very great gains. The former built 13,688 vehicles in May compared with only 9,404 in the same month last year, and Simca, too, show an increase for this month—6,813 vehicles compared with 3,885.

Packard Bodies

AS part of its previously announced development plans, the Packard company is to begin manufacturing its own car bodies; the work will be carried out at a Detroit plant leased from the Chrysler Corporation. Since 1941 Packard bodies have been built by Chrysler and the Briggs company. Production capacity is expected to be 100,000 a year.

The Hico tachograph, opened ready to receive the waxed disc on which the car's movements are recorded. Below, the dial which includes a speedometer, mileage recorder and clock.



RECORDED SPEED

AN interesting speed recorder—the Hico—has recently been imported from Germany by B. J. Henry, Ltd., car delivery agents, of Cowley, Oxfordshire. Apart from its more obvious use in connection with the firm's car delivery business—for which purpose it was imported—the tachograph seems to have other applications in the field of everyday private motoring. The instrument consists of two halves; a clock occupies the front and the speedometer mechanism the rear half. It is connected up to the car's speedometer cable in substitution for the speedometer head. The dial of the tachograph has a normal speedometer needle, registering up to 80 m.p.h., a mileage recorder and, inset, a clock face.

To produce a record of speeds reached, driving and standing time and distance covered, a wax-surfaced disc is fitted between the two halves of the instrument; after the disc has been fitted the instrument can be locked to prevent tampering. The disc, which fits on to the large, flat winding "key" of the clock mechanism, rotates slowly, one rotation taking twelve hours. The speedometer readings are translated into radial movements of a small pointer which moves in a slot in the back half of the tachograph and records running and standing time and the average speed.

From a motorist's point of view the recordings on the disc make interesting study. The time taken to refuel and check the oil level and tyre pressures is not, as one imagines when calculating one's average speed, a quarter of an hour, but five minutes. The disc recording the

Camba Register

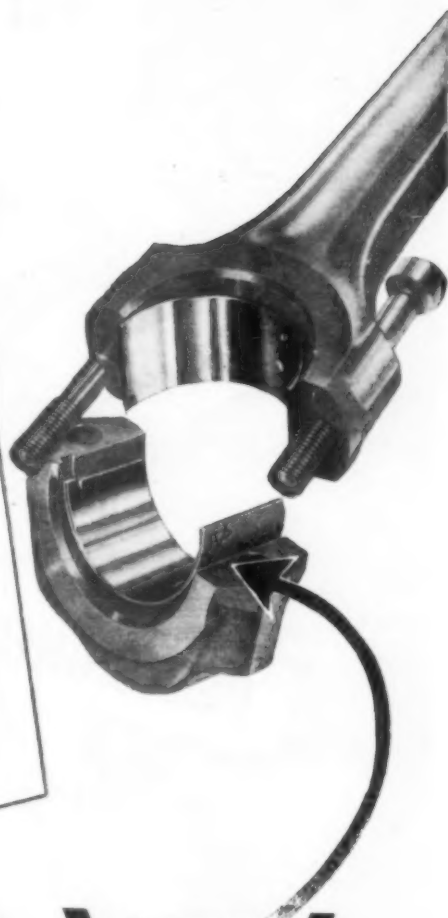
DURING the past year sales of British products in Canada have shown a significant and encouraging increase, and part of this growth is attributable to the CAMBA Register, according to the chairman of the Dollar-Sterling Council, Mr. James S. Duncan, C.M.G. The tribute is paid in his foreword to the second edition of this book which has been published jointly by Kelly's Directories, Ltd., and Iliffe and Sons Ltd. for the Canadian Association of British Manufacturers and Agents, who are managers of the British trade centres in Toronto, Vancouver and Montreal.

There are a number of improvements in the 1954-55 edition, both in the arrangement of the various sections and in the quality of paper used. Contents include a buyers' guide, a directory of British manufacturers and distributors, a list of proprietary names and trade marks, and so on. The price is £2 2s, postage 2s, and it is available from Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.



daily journey to work shows an amazingly high proportion of the total time to have been spent either stationary at traffic lights or crawling at 10 m.p.h. On a long journey the variation between the speeds reached in towns and on the open road indicates all too plainly the traffic conditions. Apart from these applications the tachograph, if accurately calibrated, would seem a source of valuable documentary evidence in certain court cases.

No price can be quoted. It is hoped that an agency will be established shortly and that the instrument will be available in this country. It is made by Hildebrandt, Beil and Company, Gitschiner Strasse 15, Berlin S.W.61.



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DEEP GLOSS

CARNU

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Made by the makers of Johnson's Wax

ALTHOUGH the weather was showery and at times unpleasantly cold, those spectators who went to Brands Hatch last Sunday for the Half-Litre C.C. race meeting must have come away well satisfied. The programme comprised races for formula 3 cars and for sports cars of up to 1½ litres capacity; all the races were well contested with few non-starters, and the whole meeting ran like clockwork with no untoward delays.

In all there were eleven separate races, although some of these were allied as heats and finals. In formula 3, there was the Open Challenge race (two heats and final, open to anyone); the Junior race (two heats and final, restricted to drivers who had never finished first or second in any 500 c.c. scratch race); the Senior race (restricted to those drivers debarred from the Junior event), and the J.A.P. race (for cars with J.A.P. engines only). Then there was the 1½-litre sports car race, run in two parts but containing the same competitors (the result being obtained by adding together their times in each "heat"), and a handicap race for the same cars.

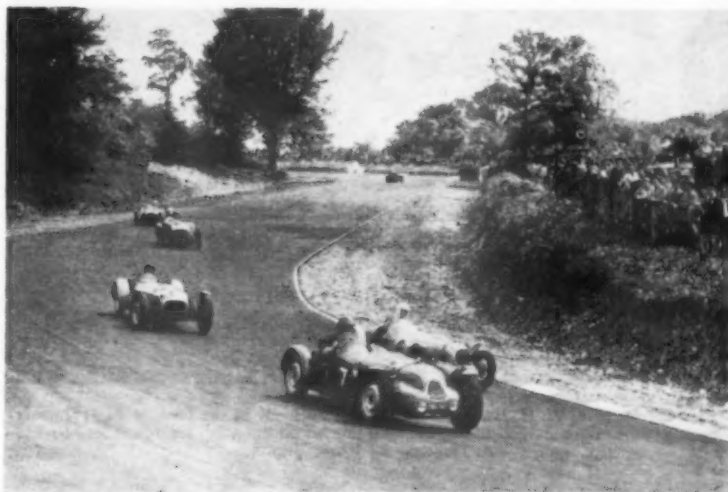
Records Go

In spite of the weather, records fell by the board in both classes. There were 58 formula 3 entries and 17 sports cars; the events in the latter class turned out to be an internequine Lotus battle, the principal contenders being the unstreamlined version driven by P. D. Gammon and the streamlined car driven by their designer and constructor, A. C. B. Chapman; both of them were M.G.-engined. On each occasion Gammon took the lead at the start, his car being slightly lighter; but Chapman harried him throughout, passing him in each race only to spin round and lose ground—not, it must be said, always through faults of his own. Consequently Gammon won, though Chapman had the consolation of setting up a new sports car lap record at the remarkable speed of 70.86 m.p.h. Had he not spun off in the handicap race (in avoiding Threlfall's sliding Turner) Chapman must have won; as it was, Gammon (who had shared with him the scratch mark) just got home in front of the limit man, Fyson's Aston Martin; good handicapping by the Half-Litre Club!

Star of the formula 3 races while the track was dry was, as so often in the past, Don Parker and his Kieft-Norton, who set up a new 500 c.c. lap record (at 72.0 m.p.h.), in the second heat of the Open Challenge race) and won the Senior event with ease. Bicknell's Revis and the works

GOOD DAY at BRANDS

Close Finishes and Many Thrills at Kent Meeting



Down Druids Hill in the 1½-litre sports car race: C. Wick's Lester-M.G. and R. Watling-Greenwood's R.W.G. are followed by R. L. Manwaring's Lotus-Ford.

Coopers of Leston and S. Lewis-Evans, however, were never very far behind; and in the final of the Open race the rain came down hard. At first Bicknell led from Parker, but Leston gradually pushed his way through to win a well-driven race from J. Russell's Cooper, followed by the Revis and the Kieft. The greater percentage of weight on the rear wheels of the Coopers may well assist their adhesion in wet conditions by comparison with the swing rear-axle cars in which the driver is farther forward.

The Juniors

The J.A.P. race was won by Thornton's Arnott from Paul Emery, the latter not in an Emeryson but for once in a rear-wheel-drive 500, M. G. Thomas' Mackson. The Junior race, full of new names, went to R. A. Anderson's Staride in a well-judged drive, although T. Bridger, a youthful newcomer, showed promise in bringing his Kieft through the field after a poor start to finish second. Thrilling incidents

were frequent in all the formula 3 races, many starting at the tricky downhill left-hand bend at the foot of Druids Hill. G. A. Henrotte somersaulted his Etorne here with spectacular effect but little personal damage; W. H. Lowe did likewise with his Martin Special at Paddock Bend, but nobody was seriously hurt.

The crowd, while quite large, was perhaps not up to recent Brands Hatch attendances. For this the weather was no doubt largely responsible; the next meeting (of International status, on August Bank Holiday) should attract a very large attendance. The entry promises to be excellent; and if the racing is up to last Sunday's standards the spectators will go home well satisfied.

RESULTS (lap distance 1.24 miles)

Formula 3

Open Challenge Race (7-lap heats, 10-lap final): Heat 1: 1, Revis-Norton (R. G. Bicknell), 7m 40.4s, 67.84 m.p.h.; 2, Cooper-Norton (L. Lewis-Evans); 3, Staride-Norton (E. Fenning). Heat 2: 1, Kieft-Norton (D. Parker), 7m 26.2s, 69.75 m.p.h.; 2, Staride-Norton (D. Taylor); 3, Cooper-Norton (S. Lewis-Evans). Final: 1, Cooper-Norton (L. Leston), 12m 18s, 60.49 m.p.h.; 2, Cooper-Norton (J. Russell); 3, R. G. Bicknell.

Junior Race (7-lap heats, 10-lap final): Heat 1: 1, Staride-Norton (R. A. Anderson), 7m 57s, 65.55 m.p.h.; 2, Kieft-Norton (T. Bridger); 3, Cooper-Norton (A. Zains). Heat 2: 1, Cooper-Norton (P. Luke), 7m 54.4s, 65.67 m.p.h.; 2, Staride-Norton (A. Eccles); 3, Cooper-Norton (J. B. Naylor). Final: 1, R. A. Anderson, 11m 8.4s, 66.79 m.p.h.; 2, T. Bridger; 3, Kieft-Norton (G. Hill).

Senior Race (10 laps): 1, Kieft-Norton (D. Parker), 11m 46s, 63.23 m.p.h.; 2, Cooper-Norton (S. Lewis-Evans); 3, Revis-Norton (R. G. Bicknell).

J.A.P. Race (10 laps): 1, Arnott (P. Thornton), 11m 26.2s, 65.05 m.p.h.; 2, Mackson (P. R. Emery); 3, Arnott (T. H. Bennett).

Fastest lap (record): Kieft-Norton (D. Parker), 62s, 72.00 m.p.h.

Sports cars, 1.500 c.c.

Race 1 (10 laps): 1, Lotus-M.G. 1.467 (P. D. Gammon), 10m 46.2s, 69.08; 2, Lotus-M.G. 1.467 (A. C. B. Chapman); 3, Lotus-M.G. 1.467 (M. Anthony). **Race 2 (10 laps):** 1, P. D. Gammon, 10m 48.4s, 68.85 m.p.h.; 2, A. C. B. Chapman; 3, Cooper-Connaught 1.494 (J. Riseley-Prichard). **Aggregate result:** 1, P. D. Gammon, 21m 34.6s, 68.96 m.p.h.; 2, A. C. B. Chapman, 21m 52s; 3, J. Riseley-Prichard, 25m 7s.

Handicap Race (10 laps): 1, Lotus-M.G. 1.467 (P. D. Gammon) ser., 12m 30.8s, 69.34 m.p.h.; 2, Aston Martin 1.495 (R. Fyson), h'cap 1m 50s; 3, Lester-M.G. 1.467 (C. Wick), h'cap 1m 10s.

Fastest lap (record): Lotus-M.G. (A. C. B. Chapman), 63s, 70.86 m.p.h.



Les Leston raises a cloud of spray along the finishing straight with his Cooper-Norton during his victorious drive in unpleasant conditions in the final of the Open Challenge race.



Ranging from M. W. H. Head's C-type Jaguar, already in the lead, to A. J. Nurse's little 747 c.c. supercharged Lotus, the field sets off on the 5-lap scratch race. Right: A. Thomas' R4 Jowett Jupiter.

M.C.C. SILVERSTONE

SUCCESSORS to the long line of one-hour "blinds" held by the M.C.C. at Brooklands before the war, the Silverstone high-speed reliability trials have become very popular with competitors. Cars, some of which are normally accustomed only to family outings, suddenly take on the role of "racers," and their latent reliability, speed and, particularly, cornering power are a revelation. Saturday's programme started at 10.30 a.m. with the first of the two one-hour trials in which each class had to complete a prescribed number of laps to qualify for a first-class award. The day's racing—apart from the motor cycle events—included a 5-lap scratch race, three 5-lap handicaps in which the handicapping was excellent, a team handicap and a 5-lap winners' handicap; all was over at 6.30 p.m.

Baker's versatile Land-Rover—a farm implement, rally car and regular performer on club circuits—took advantage of the wind in the first trial to sail "full and bye" through Maggott's curve at 70 m.p.h. on every lap, with lap times of around 1m 44.5s (56 m.p.h.). Crook's Bristol 404 ran in the first trial without a passenger and was disqualified. Having found a volunteer, he was allowed to run in the second. The appearance of A. Thomas' Jowett Jupiter R4 occasioned great interest, the car touching 100 m.p.h. between Beckett's and Woodcote corners and lapping occasionally at 65 m.p.h. A heavy shower during the second trial made the surface very slippery and several cars left the course at Woodcote. G. H. Williamson's Riley Nine-engined Morris Minor tourer was astonishingly fast, Williamson eventually sending his passenger over into the rear seat to act as live ballast.

In the 5-lap scratch race J. D. Blackburne did well to keep his XK120 Jaguar in second place, ahead of two C-types and astern of another, for two laps. He spun at Woodcote, however, losing two places. The cornering of J. Kenyon's Ford Zephyr, when leading in the second 5-lap

handicap, was inspired. He approached Woodcote at an impossible speed; spectators remarked that he had overdone it that time, but somehow the car got round. The finish was very close, Blackburne's Jaguar (which had started next to scratch) just failing to catch the Zephyr.

The team handicap suffered from a lack of entries, only three teams taking part and, therefore, only three cars circulating at the same time. As each car completed its eighth lap it returned to the pits where the driver removed a plug and laid it on the pit counter. The driver of the waiting car, who had already removed a plug, quickly replaced it before moving off to complete his eight laps. In spite of gallant efforts on behalf of his team (running

INDEPENDENCE DAY AT WETHERSFIELD

A GOOD day's sport was experienced at last Sunday's Aston Martin O.C. speed trials (held by courtesy of the United States Air Force at Wethersfield, in Essex) and some very creditable times were recorded, only one-fifth of a second separating the three fastest runs on the one-kilometre course.

Fastest time of the day was recorded by D. Wilkinson, driving his Cooper-E.R.A., in 25.6 seconds on his first run in the class for post-war racing cars of unlimited capacity; and L. Marr (Connaught), on his second run, came within a fifth of a second of this to tie for second place with W. P. Jones (Jaguar XK120C).

There was a good entry of cars divided into 21 classes, which naturally catered for all requirements; it was a pity that there were not more cars entered or driven by American drivers, in recognition of whose Independence Day this meeting had been arranged. Little interest was evinced by the personnel on the airfield, which is to be regretted in view of the high standard of driving shown by the various competitors.

G. H. G. Burton recorded identical

third) Thomas (in the R4 Jupiter) could not make up the two-lap disadvantage he had inherited from his team-mate K. S. Crutch (Austin-Healey); the limit team won and the scratch team was third.

Highlight of the winners' handicap was A. J. Nurse's Lotus, powered by a supercharged 747 c.c. M.G. engine. In the fourth lap, at Woodcote, he touched and dented the right-side rear wing of Cunliffe-Lister's Ford Zephyr in his efforts to get past. But he could not quite catch J. Venn's Silverstone Healey, which won.

RESULTS (lap distance 1.61 miles)

One-hour high-speed reliability trials: First-class awards: Austin-Healey 2,660 (K. S. Crutch); Jaguar XK120 3,442 (W. A. Jacobs); Austin-Healey 2,660 (G. M. Sharp); Jaguar XK120 3,442 (D. J. Butterfield); Austin-Healey 2,660 (C. M. Kemp); Jaguar XK120 3,442 (E. B. Kay); Jaguar XK120 3,442 (B. W. J. Hindes); Bentley 4,576 (G. G. McDonald); Jaguar XK120 3,442 (J. D. Blackburne); Austin-Healey 2,660 (A. Coakley); Ford 2,262 (J. Kenyon); Triumph 1,991 (C. M. Davies); Morgan 2,088 (L. A. Elkington); Alvis 1,842 (W. J. Watson); Triumph 1,991 (A. Howie); Triumph 1,991 (R. White); Bristol 404 1,971 (T. A. D. Crook); Riley 2,443 (G. Gelberg); Ford 2,262 (H. J. Judd); Riley 2,443 (A. P. O. Rogers); H.R.G. 1,496 (R. F. Barnard); M.G. 1,008 (J. R. Waller); Jowett Jupiter 1,466 (A. Thomas); Jowett Jupiter 1,466 (D. G. Dixon); B.M.W. 1,976 (J. R. Mount); H.R.G. 1,496 (A. G. Norgard); M.G. 1,467 (T. W.



Dargue); H.R.G. 1,496 (J. Gotti); H.R.G. 1,496 (F. Allott); Jowett Jupiter 1,466 (C. F. Norris); M.G. TC 1,250 (R. Hough); Jowett Jupiter 1,466 (B. T. Thomas); Morris 919 (J. K. Bell); B.M.W.-Omega 1,911 (D. T. De Antiqua).

Scratch race (5 laps): 1. Jaguar XK120C 3,442 (M. W. H. Head), 66.90 m.p.h.; 2. Jaguar XK120C 3,442 (B. Baxter); 3. Jaguar XK120C 3,442 (J. A. Keeling).

Handicap races (5 laps): A: 1. Land-Rover 1,997 (A. Baker), h.cup 1m 55s, 52.18 m.p.h.; 2. M.G. 1,008 (J. R. Waller), 15s; 3. Jowett Jupiter 1,466 (R. H. Vivian), 50s. B: 1. Ford 2,262 (J. Kenyon), 1m 55s, 56.91 m.p.h.; 2. Jaguar XK120 3,442 (J. D. Blackburne), 25s; 3. Healey 2,443 (J. Venn), 50s. C: 1. M.G. TC 1,250 (Sir P. Beever), 1m 15s, 62.86 m.p.h.; 2. Healey 2,443 (P. J. Simpson), 50s; 3. Jowett Jupiter 1,467 (J. Pander), 35s.

Motor Sport Trophy and Winners' Handicaps: 1. Healey 2,443 (J. Venn), h.cup 1m 55s, 65.87 m.p.h.; 2. Lotus 750s (A. J. Nurse), 1m 15s; 3. Jowett Jupiter 1,467 (J. Pander), 1m 25s.

Team relay race (handicap): Team C—Ford 2,262 (Hon. P. T. Cunliffe-Lister), Ford 2,262 (H. Judd) and Austin-Healey 2,660 (A. Coakley).

RESULTS

F.t.d.: Cooper-E.R.A. (D. Wilkinson), 25.6s. **Runner-up (tie):** Connaught (L. Marr) and Jaguar XK120C (W. P. Jones), 25.8s.

Class Winners: Sports cars: Pre-war, up to 1,100 c.c.: M.G. Spl (S. A. Mitchell), 32.8s, 1.111 to 1,500: Aston Martin Ulster (P. M. Sims), 36.6s, 1.501 to 2,500: Aston Martin Speed (A. Oldworth), 34.0s. Over 2,500: Bentley (G. H. G. Burton), 30.2s. Post-war, 1,100 to 1,500 c.c.: M.G. Y (R. W. Jacobs), 32.4s, 1.501 to 2,000: Aston Martin DB3 (P. Everard), 28.4s. Over 2,000: Jaguar XK120C (W. P. Jones), 25.8s.

One-make classes: Austin-Healey: W. P. Thorington, 30.4s. M.G.: R. W. Jacobs, 32.4s. Aston Martin 1½-litre: P. M. Sims, 37.0s. Aston Martin DB3: P. Everard, 28.4s. Bugatti: W. P. Jones, 26.6s.

Supercharged, over 2,000 c.c.: Bugatti (J. H. Sarginson), 26.8s.

Racing Cars: Pre-war, up to 1,500 c.c.: Austin (G. Hulbert), 27.4s, 1.501 to 3,000: Bugatti (J. H. Sarginson), 26.6s. E.R.A.: B-type (D. Wilkinson), 27.8s. Post-war, 501 to 2,500 c.c.: Connaught (L. Marr), 26.2s. Unlimited: Cooper-E.R.A. (D. Wilkinson), 25.6s.

RHEIMS 12 HOUR



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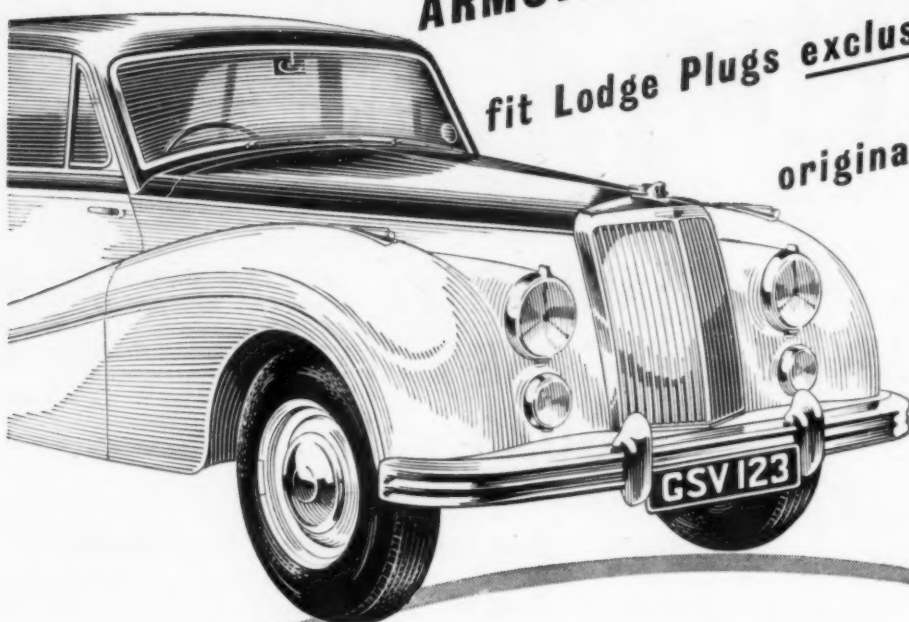
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SPARK PLUG

THE SPORT

by

J. A. Cooper

NO question about it—Mercedes have come back into the field of Grand Prix racing with a bang. Although it was known that their new cars were fast, yet it was also known that they had not been without their troubles in the development stages; and many people had, therefore, reservations about their chances in the French G.P., their first race. Yet in spite of the fact that the opposition lacked nothing in the way of either cars or drivers, there was never any question about the result of the race, right from the fall of the starter's flag. Immediately, the two Mercedes which were in the front row shot away, to build up a lead of three or four car's lengths in the first quarter of a mile—from Gonzalez in the latest Ferrari!

Another noticeable feature was the fact that Fangio and Kling were never more than a few lengths apart during the entire race, while Hermann was credited with having made the fastest lap. This proves beyond doubt that the



These three Triumph TR2s comprise the works team in the Alpine Rally, now in progress. With the cars are A. S. Dick (managing director), A. C. L. Mills (regional sales manager), J. Heathcote, K. Richardson and E. G. Grinham (deputy managing director). Mills, Richardson and Heathcote are among the team of drivers.



And here is the team of A.C. Aces, seen outside the works at Thames Ditton. The drivers are (left to right) J. P. Slatter and G. Hinton, Miss H. N. Dunham and Mrs. Armitage, and Dr. Barker, shown with members of the A.C. organization.

MERCEDES COME-BACK • ALPINE • LE MANS SPEEDS

cars themselves are very good indeed; Fangio, who won, is probably the best road-racing driver in the world at present, but the other two are certainly not in quite the same class.

It will be more than just interesting to see what happens in the British G.P. at Silverstone on Saturday of next week. It now seems certain that two Mercedes will run, one of which will be of the streamlined variety which won at Rheims, and the other of a new type with a comparatively normal single-seater body, the wheels being out in the air. Presumably it will be this type which the firm will use on all but the very fastest of circuits, such as that at Rheims.

The Jaguar victory in the 12-hour race was a well-deserved reward for the *marque*, and some compensation for their narrow defeat at Le Mans. Although Bristols did not succeed in winning the 2-litre class on this occasion, they put up a fine display of very high speed reliability; to do so in the two races in succession (Le Mans and Rheims) is a performance of which they can well be proud. Porsche, also, have reason for self-congratulation; eighth place in general classification (at over 95 m.p.h. for 12 hours), winning the 1½-litre class ahead of all the 2-litres as well, is quite something. And the Chancel brothers, of the Panhard stable, have had their revenge over their D.B. rivals in the 750 c.c. class.

THE young German driver Hans Hermann is living up to the expectations which caused the Mercedes team chief, Alfred Neubauer, to select him for trial in the new Mercedes team. He is 26 years old, and a baker and confectioner by profession; after serving his apprenticeship to that trade he opened his own café in Stuttgart in 1950. Most of his racing experience has been gained at the wheel of Porsches, both privately entered and as a member of the works team. One of his best drives for them was in this year's Mille Miglia, in which he won the 1½-litre class and finished sixth in the general classification; he also won his class in last year's sports car German G.P. at the Nurburgring.



THE Alpine Rally is now under way, competitors having left Marseilles yesterday afternoon. Today they reach St. Moritz in Switzerland; tomorrow morning they go through Austria into Germany (a timed test is held on the *autobahn* near Munich), then back through Austria to Cortina d'Ampezzo in the Italian Alps. On Sunday comes a circuit starting and finishing at Cortina, while on Monday morning they start the long trek back to France, scheduled to take something in the region of 27 hours (without rest period, mainly over Alpine roads, and finishing at Cannes where the final test will be held. Certainly this year's Rally will be a tough one; it will be seen from the accompanying entry list that Britain is once more well represented, including works teams of Sunbeam

Alpine, Triumph TR2, A.C. Ace, and Daimler Conquest cars. An unusual feature of the entry is the complete absence of any Citroens; therefore the French representation is confined to Panhard, Renault and Peugeot.

ENTRIES

A.C. 1,991: Slatter and Hinton; Miss Dunham and Mrs. Armitage; Barber and Pitts. *Aston Martin* 2,566: Barthelemy and Fiorito; 2,922: Wisdom and Mrs. Wisdom; Burton and Burke. *Austin-Healey* 2,668: Flower and McMillen; Mrs. Mitchell and Miss Hindmarsh; Stross and Mason; Vogler and Borus. *B.M.W.* 1,971: Loe and Wencher; Kraus and Schwind; E. Meier and H. Meier. *Daimler* 2,433: Corbushley and Wallwork; Bolton and Shanley; Worledge and Hardman. *Donzel* 1,256: Donzel and Strainling. *Fiat* 1,166: Mme. Van Puttenbroek-Vroom and Smulders. *Ford* 1,262: Fleetwood; T. C. Harrison and E. Harrison. *Frazer-Nash* 1,971: Grant-Norton and Caisson; Burgess and Croft; Pearson; O'Hara Moore and Gott. *Jaguar* 3,442: Borgeaud and De Vries; Lee; Boardman and Duckworth; Scott and Cunningham; Haddon and Vivian; Mansbridge and Mrs. Mansbridge. *Lancia* 1,991: Van Puttenbroek and Kietzel; Baltaglini and Baron de Martino. *M.G.* 1,259: Canane and De Vadder; Saville and Livelylyn. *Morgan* 1,991: Howard. *Panhard* 666: Bonnet; Wuldart and Guillemin; Peletti and Cipriani; Chieusse and Monneret; Stempert. *Peugeot* 1,296: Guiraud and Beas; Dubois and Tardieu; Chabauty and Dubourg; Ripoteau and Courlet; Mme. Terray and Mme. Gordine; Junot and Millet; Barbier and Rastit; Cattieu and Bonavero. *Porsche* 1,261: Nathan; Sauerwein and Prince Paul of Metternich; 1,497: Anderson and Rothbol; Mercier and Slotine; Barre; Zeller and Willberger; Manesse and Misonne. *Renault* 748: Persoglio; Savoye and Mme. Savoye; De Regibus. *Simca* 1,221: Bergounhoux and Hebrard. *Sunbeam-Talbot* 2,267: Moss and Cutts; Murray Frame and Pearman; Collins and Garrad; Harfeil and Deane; Miss Van Damm and Mrs. Hall; Harper and Miller; Orr and Lewis. *Triumph* 1,991: Richardson and Heathcote; Mills and Ray; Dickson and Waugh; Miss Walker and Dodds; Brooke and Howard-Sorrell; Stewart and Ayres; Gatsonides and Slotemaker.



THE organizers of the Le Mans race (the A.C. de l'Ouest) have now released details of the fastest lap put up by each car during the course of the race, and also the fastest time registered by each car over the electrically timed flying

THE SPORT . . . continued

kilometre on the Mulsanne straight. These make interesting reading and, among other things, reveal that the Jaguars were faster than the big Ferraris on the straight, although the better acceleration of the latter permitted them to set up the new lap record.

The Ferrari was naturally the fastest car in the 3- to 5-litre class. In the 3-litre and 2-litre classes Gordinis scored fastest laps; the 1½-litre Porsche narrowly defeated its Osca rival (both being faster than any 2-litre), the 1,100 c.c. Porsche also set up best time in its class, while D.B.-Panhard scored among the 750s. Here are some of the times and speeds recorded; where a number of identical cars were involved, the fastest is quoted.

There are some inconsistencies in the list of maximum speeds which give rise to doubts: for instance, the M.G.-engine 1,100 c.c. Kieft driven by Trouis and Hitchings is credited with having recorded over 133 m.p.h., which is absolutely impossible with its power output and gear ratio. The remarkable Jaguar speed was not equalled by that car's team mates, the next best being the Rolt and Hamilton car, which recorded very nearly 164 m.p.h. (still faster than the best Ferrari). Anyway, here they are, and they are worth studying: almost 119 m.p.h. from an unblown 750, for instance!

Lap times and speeds: Ferrari 4,954 (Maglioli and Marzotto, also Gonzalez and Trintignant), 4m 16.8s, 118.55 m.p.h.; Jaguar 3,442 (Rolt and Hamilton), 4m 20.1s, 116.02; Gordini 2,982 (Behra and Simon), 4m 30.8s, 111.50; Aston Martin 2,922 (Parnell and Salvadori), 4m 30.8s, 111.41; Talbot 2,483 (Levegh and Faven), 4m 33.6s, 110.34; Cunningham 5,482 (Spear and Johnston), 4m 35.5s, 109.55; Gordini 2,475 (Gueff and Pollet), 4m 40.1s, 107.75; Aston Martin 2,922 (Shelby and Frère), 4m 42.4s, 106.87; Porsche 1,497 (Hermann and Polensky), 4m 52.5s, 105.18; Osca 1,491 (Macklin and Leygonie), 4m 53.1s, 102.97; Gordini 1,988 (Rippon and Black), 4m 57.4s, 101.48; B.G.-Renault 747 (Breuil and Py), 4m 58.8s, 101.01; Frazer-Nash 1,971 (Peacock and Rudock), 5m 17.7s, 95.21; Porsche 1,089 (Olivier and Duntov), 5m 35.3s, 90.01; D.B.-Panhard 745 (Bonnet and Bayoli), 5m 46.4s, 87.12; Triumph 1,991 (Wadsworth and Dickson), 5m 58.3s, 84.25; Kieft 1,098 (Rippon and Black), 6m 23.6s, 78.68; B.G.-Renault 747 (Breuil and Py), 6m 47.9s, 75.39.

Flying kilometre: Jaguar 3,442 (Moss and Walker), 172.88 m.p.h.; Ferrari 4,954 (Gonzalez and Trintignant), 160.15; Talbot 2,483 (Levegh and Faven), 155.74; Aston Martin 2,922 (Parnell and Salvadori), 149.94; Cunningham 5,482 (Spear and Johnston), 148.05; Gordini 2,475 (Gueff and Pollet), 147.27; Gordini 2,982 (Behra and Simon), 145.20; Aston Martin 2,922 (Collins and Bira), 144.25.

Frazer-Nash 1,971 (Nottorp and Andersen), 139.81; Porsche 1,497 (Hermann and Polensky), 137.46; Bristol 1,979 (Keen and Line), 132.29; Osca 1,491 (Macklin and Leygonie), 125.53; D.B.-Panhard 745 (Bonnet and Bayoli), 118.99; Porsche 1,089 (Olivier and Duntov), 114.90; Panhard 611 (P. and R. Chance), 105.52; Triumph 1,991 (Wadsworth and Dickson), 105.09; Kieft 1,098 (Rippon and Black), 92.90; B.G.-Renault 747 (Breuil and Py), 86.04.



THE many enthusiasts who follow with interest the progress of the streamlined Lotus-M.G. built and driven by A. C. B. Chapman, which has put up some remarkable performances in recent events, will be interested to learn that it will be driven by Stirling Moss in the 1½-litre sports car German G.P., which precedes this year's formula 1 European G.P. at the Nurburgring on August 1. Although it has not the high power output of some of the fast German and Italian 1½-litre sports-racing cars, its good shape and roadholding, allied to Moss' skill as a driver, may do a lot towards bridging the gap.



SINCE Moss acquired his new Maserati, he has run it in five races in seven weekends. In these he finished fourth at Bordeaux, first at Aintree and third at Spa, while both at Silverstone and at Rome he was lying second when put out by mechanical trouble—not a bad record! But the difficulties which an independent driver is up against, compared with the works drivers, were well illustrated at Spa, where the two works cars of Fangio and Marimon would pull up the long slope on the back leg at up to 7,400 r.p.m. in top gear, whereas Moss could not better 7,000; they had a new type of cylinder head which gave more power. In addition, of course, there is the ever-present fear of blowing up the engine and having no spare; the safe rev limit of the Maserati engine is reckoned as 7,300 (above that the bearings must be renewed after each race, even if no worse befalls the engine), and Moss observes it. But the maximum reading needles on the rev counters of both Fangio's and Marimon's cars after practice and after the race showed just over 8,100 r.p.m.!



THE Arnott team, now back at Monthéry for more record attempts, seems doomed to bad luck this year. The latest news is that the streamlined Arnott has crashed during an attempt on records in the 750 c.c. class with a 600 c.c. Norton engine; the car has been badly damaged and its driver, Gerald Smith, is in hospital with leg injuries.



AFTER lying fourth at the start, S. Bloor (Cooper-Norton) came through to win the 500 c.c. car scratch race at Cadwell Park, Louth, on Sunday last. In the handicap event he finished second to H. C. Allison (Cooper-Norton). Occasional thundery showers made conditions difficult, and in the first heat of the scratch race B. A. Manning (Mackson-J.A.P.) skidded off the track at the S-bend. In the second heat P. Robinson (Cooper-J.A.P.) overturned at Barn Corner but

was unhurt, and in the same event J. Higham (Kieft) sustained facial cuts when he slid into a bank.

RESULTS (lap distance 1.35 miles)

Formula 3 scratch race (8 laps): 1. Cooper-Norton (S. Bloor), 11m 6s, 53.6 m.p.h.; 2. Staride-Norton (H. Phillipson); 3. Cooper-Norton (W. Howard).

Formula 3 handicap race (8 laps): 1. Cooper-Norton (H. C. Allison), 10m 55s, 54.6 m.p.h.; 2. Cooper-Norton (S. Bloor); 3. Emerson-J.A.P. (J. S. Burnett).



APART from the Alpine Rally, this weekend sees the Leinster Trophy race in Ireland and the Half-Litre C.C. National race meeting at Oulton Park, near Tarporley in Cheshire. The latter should be a very good meeting; there are races for formula 3 cars (for the Francis Beart Trophy—three heats and a final), for sports cars under and over 1½-litre capacity, and for *formule libre* racing cars (for the Chester Trophy, to be run in two parts, the aggregate result to count). Both these events take place tomorrow; there is also the members-only B.A.R.C. speed trial at Aintree. Then, on Sunday, the Bugatti O.C. holds its Inter-Club hill climb at Prescott.



THE following corrections to the results of the Bo'ness hill climb (reported in last week's issue) have been issued by the organizers, the S.S.C.C. Third fastest time of the day goes to the supercharged 2-litre E.R.A. driven by M. A. H. Christie, with a time of 34.33sec; this displaces A. E. Marsh's Cooper. The fastest time (and class record) in the 1,100 to 1,500 c.c. racing car class is now that of J. D. Sleeman (Cooper) with a climb in 34.93sec.

CLUB NEWS

B.A.R.C.—The following amendments and additions have been made to the results of the Eastbourne Rally and *Concours d'Élégance*, published in *The Autocar*, July 2, on pages 20 and 21.

Best Performance and Winner of Challenge Trophy: Dellow (A. C. Westwood). **Best Performance by East Sussex Member:** Sunbeam-Talbot (A. Fraser). **Class Awards:** Open Cars: Up to 1,200 c.c.: Dellow (A. C. Westwood), 1,200 c.c. to 2,000 c.c.: Triumph TR2 (B. N. Wilmott). **First-class Awards:** Dellow (A. C. Westwood); Triumph TR2 (B. N. Wilmott).

Incorporated Auctioneers' C.C.—A Touring Assembly, based on the City of London and its environs, will be held on Sunday, July 18. The start will be at St. John's Lodge, Inner Circle, Regent's Park, beginning at 2 p.m. Full details can be obtained from D. Gadbury, 100, Rugby Avenue, Wembley, Middlesex.

Brighton and Hove M.C.—The results of the Brighton *concours d'élégance*, held on Sunday, June 13, are as follows:

Mermaid Trophy: Daimler (E. W. Quero and Miss V. Taylor). **Brighton Trophy** (for best in opposite class): Sunbeam Alpine (G. H. Harrington and Miss N. Harrington). **Class Winners:** Class 1: 1914 Ford (F. E. Davis). Class 2: 1929 Bentley (H. L. Pownall). Class 3: 1954 Triumph (P. J. Betteridge). Class 4: 1937 Rolls-Royce (R. Way). Class 5: (tie) 1937 A.C. (G. P. Blackmore-Reed) and 1959 M.G. (F. Gill). Class 6: (tie) 1954 Hillman (J. W. K. Allen) and 1955 Vauxhall (A. E. Bowyer-Lowe). Class 7: 1954 Hillman (H. G. Bellamy-Knights). Class 8: 1954 Ford (W. C. North). Class 9: 1954 Ford (P. Robinson). Class 10: 1950 Daimler (E. W. Quero). Class 11: 1950 Jaguar (C. D. B. White). Class 12: 1950 Rolls-Royce (L. D. Eldridge).

Surrey Sporting M.C.—The next sporting event will be the Rainbow Rally on Sunday, July 18. This will be a point-to-point type of event, covering a route of about 80 miles in Surrey. It will start at 2 p.m., the start and finish being at the Warwick Hotel, Redhill.

COMING SHORTLY

JULY 8-13—Alpine Rally, France.
9-18.—G.B. Car Club, London-Languedoc-Sète Touring Rally.

10.—Leinster M.C. Leinster Trophy race meeting, Wicklow, Ireland, 3.30 p.m.

10.—Half-Litre C.C. Race meeting, Oulton Park, near Tarporley, Cheshire, 1 p.m.

10.—B.A.R.C. Speed trial, Aintree, near Liverpool, Lancashire, 2 p.m.

10.—Middlesbrough and District M.C. Sand races, Redcar-Coatham Sands, Yorkshire, 3.30 p.m.

10.—Brighton M.C. Brighton Motor Rally, starting from London and Brighton, 6.30 a.m.

10.—Bristol M.C. and L.C.C. Veteran car rally and trial.

11.—Dolomite Gold Cup race, Cortina d'Ampezzo, Italy.

11.—Rouen race meeting, France.

11.—Bugatti O.C. Hill-climb, Prescott, near Cheltenham, Gloucester, 10.15 a.m.

11.—London M.C. Lawrence Cup Trial.

11.—A.C. Owners' Club, East Anglian Rally, Sun Hotel, Dedham, near Colchester, Essex, 11.30 a.m.

17.—British G.P. meeting, Silverstone, Northamptonshire.

17.—Southsea M.C. Driving tests, Serpentine Road, Southsea Common, Portsmouth, Hampshire, 2.30 p.m.

18.—Southsea M.C. *Concours d'élégance*, Southsea Castle Field, Portsmouth, Hampshire, 3 p.m.



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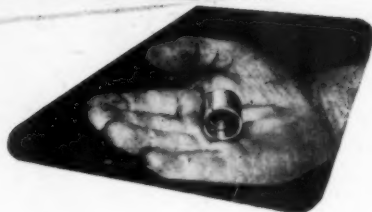
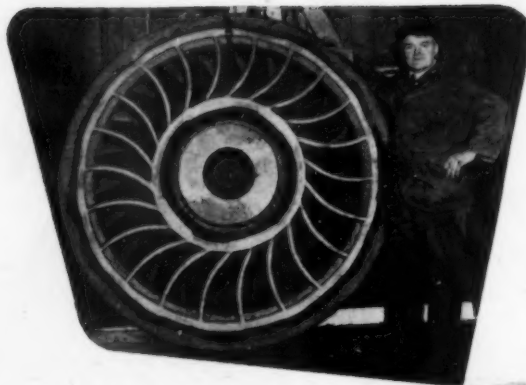
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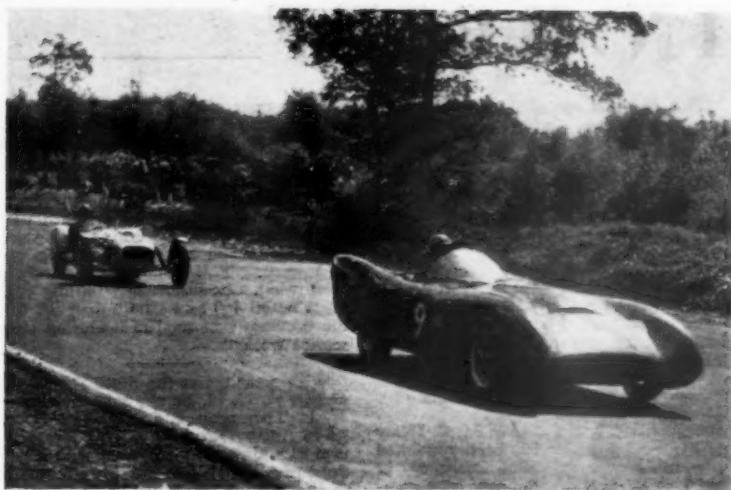
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Two Lotus-M.G.s at Brands Hatch; P. D. Gammon (the eventual winner) follows A. C. B. Chapman down Druids Hill during last Sunday's meeting.

CLUB NEWS continued

Lagonda C.C.—The results of the Northern Rally, held at Bawtry on June 26, are as follows:

Winner: Raper (E. Fuller). **Class Awards:** 2-litre (W. C. Hartop); 4½-litre Rapide (Dr. A. Young); Jaguar XK120 (G. R. Remfrey). The next gathering will be at the Shakespeare Head Hotel, Oxford Circus, on Thursday, July 29.

Rolls-Royce, Ltd., M.C.—The Dovey Trophy Rally, the club's premier event, was held on June 13 over a 160-mile course of a sporting nature, in Cheshire, Staffordshire and Derbyshire. There was an entry of 38 cars and the route included driving tests. Results are as follows:

Dovey Trophy: Peugeot (M. Buchman). **Class Awards:** A. Singer Roadster (G. G. Rimmer); B. Morris Minor (H. L. Jackson); D. Triumph Mayflower (D. Kershaw); E. Triumph TR2 (C. Taylor); F. Jaguar (N. L. Gawthrop). **Team Award:** H. L. Jackson, F. R. Robinson, N. L. Gawthrop.

Falkirk and D.M.C.—The address of the secretary, R. J. Traill, has been changed to Old Roughlands, Carron, Stirlingshire.

Liverpool M.C.—The duties of competition secretary have been taken over by P. Ledger Lomas, who will operate from Upper Charlton, 50, St. Anthony's Road, Blundell-sands, Liverpool, 23.

Hants and Berks M.C.—The provisional results of the Dawn Handicap rally, held in conjunction with the 750 Club, are as follows:

Best Performance: Frazer-Nash (M. Burn). **Best Performance by a Member of the Opposite Club:** Austin A40 Sports (V. M. Prior). **Class A:** 1. Triumph TR2 (F. Stilly); 2. Volkswagen (J. M. Ellis). **Class B:** 1. Morris Minor (J. W. S. Grimes); 2. Morris Minor (D. C. Pribyl). **Class C:** 1. M.G. TD (M. J. Drewitt); 2. M.G. (L. Needham).

Bugatti O.C.—The Prescott inter-club meeting will be held on July 11. Practice will be on Saturday and individual runs will begin on Sunday at 10.15 a.m.; the team event is at 2 p.m. The practice times and individual runs form the basis for handicapping in the team event. There will be no charge for admission; members' car park will be free but there will be a charge for car parking of 5s to non-members.

Bentley Drivers' Club.—Regulations are available for the Silverstone race meeting to be held on Saturday, July 31. Members of the promoting club, driving only in the events restricted to such members, need not have a competition licence other than the club membership card. Members of the following clubs are eligible: A.M.O.C. (driving Aston Martins), V.S.C.C. (driving "vintage" or "post-vintage thoroughbred" cars, as defined by the V.S.C.C.), Lagonda C.C. (driving Lagondas) and the Metropolitan Police Car Club (driving any make of car). Entries must be received by Lt.-Col. C. H. D. Berthon, Madges, Long

Crendon, Aylesbury, Buckinghamshire, not later than July 12.

20-Ghost Club.—There will be a rally of Rolls-Royce cars in Kensington Gardens on Sunday, July 25. Rolls-Royce owners who are not members of the club are invited to compete. Full details and entry forms are obtainable from G. L. Frost, -27, Nevea Square, London, S.W.5. Cars will enter the Gardens from 12 noon and judging will begin at 2 p.m.

Newcastle and D.M.C.—The results of the All Night Trial, held on June 26 and 27, are as follows:

St. Andrew's Trophy for Best Performance: Volkswagen (C. S. M. Hutton) and Ford (T. G. Shanley) (tie). **Douglas Bowl for Second Best Performance:** Sunbeam-Talbot (I. A. Armstrong). **Best Open Car: Baker Trophy:** Jaguar (J. L. Smith). **First Class Awards:** Ford (S. Weightman); Ford (R. Williams); Vauxhall (R. A. Goodhead).

Maidstone and Mid-Kent C.C.—The results of the Margate Rally and Concours d'Élégance, held on June 18 and 19, are as follows:

Margate Corporation Challenge Trophy for Best Performance: Triumph TR2 (P. Barden), 95.7 marks lost. **Committee Challenge Trophy for Second Best Performance:** M.G. (J. Shaw), 96.2 marks lost. **Margate Challenge Trophy for Third Best Performance:** Vauxhall (J. Pocock), 98.9 marks lost. **Team Award:** Triumph TR2 (P. Barden), Vauxhall (J. Pocock).

Furness District M.C.—The fourth Festival Rally was held on June 19 and 20. Invited clubs were: B.A.R.C. (N.W. Centre), Cumberland Sporting C.C., Lancashire A.C., Lancashire and Cheshire C.C., Liverpool M.C., Westmorland M.C., Yorkshire S.C.C., and any motor cycle club of the N.W. Centre (the event included a motor cycle entry). Three starting controls were used and competitors converged at the Farmer's Arms, Lowick, for breakfast, proceeding to Lowick Common for driving tests; fastest in this section was Dr. C. R. Hardman. The 240-mile route was indicated only by map references, each control being a railway station—hence the rally's sub-title "Rallye des Gares."

Provisional Results—Winner: Sunbeam-Talbot (R. L. Brown). **Up to 1,100 c.c.:** 1. Ford (W. M. Tyson). 2. Renault (R. Grant). **Over 1,100 c.c.:** 1. Vauxhall (J. D. Scott). 2. Dellow (Dr. C. R. Hardman).

Herts County A. and A.C.—In conjunction with the N.L.E.C.C. the club's annual speed trials at Ramsgate will be held on Sunday, July 11. The quarter-mile course is situated on the Undercliff Promenade. The following clubs are invited: B.A.R.C., Half-Litre C.C., Brighton and Hove M.C., London M.C., Vintage S.C.C. and West Essex C.C. Enquiries to Miss I. Sweet, 72, Alexandra Road, Hemel Hempstead, Hertfordshire.

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SUNBEAM-TALBOT 1952 saloon, black/beige leather, one owner, heater, 26,000 miles. £750.
MORRIS Oxford 1953 saloon, black/red leather, numerous extras, one owner, 8,000 miles. £675.
AUSTIN A.40 1952 saloon, grey/grey leather, one owner, 26,000 miles. £595.
AUSTIN A.40 1951 saloon, green, one owner, 30,000 miles. £495.
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| 1953 AUSTIN A.40 Somerset saloon, 9,000 miles. Heater, loose covers and sliding head. One owner. | £715 |
| 1952 (May) HEALEY Tickford saloon, 19,000 miles. H.M.V. radio. | £1,150 |
| 1952 (Aug.) RILEY 2½-litre saloon. Latest open prop. shaft type. One owner. Many extras. | £935 |
| 1953 LANCHESTER 14 saloon, 14,000 miles. | £895 |
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IN BRIEF

The death is recorded with regret of Mr. William Oates, who was the founder of the Wimbledon Motor Works, Ltd.

Mr. R. E. Buell has been appointed controller of the technical division of the Regent Oil Co., Ltd. He was previously with the Caltex research and development division in New York.

The Swiss firm of Emil Frey, which has been in being for nearly 30 years, has been made into a limited company and will in future operate as Emil Frey A.G. Motorfahrzeuge, Zurich.



Mr. M. C. Healy has been appointed sales manager of the new Irish company of the Champion Sparking Plug Co., Ltd. His headquarters are at 34, Grafton Street, Dublin.

Dr. Wilfrid Hill, chairman and founder of the County Chemical Co., Ltd., celebrated his 86th birthday on June 29. He still maintains his very active interest in the company and undertakes extensive tours on its behalf.

As the greater proportion of cars on British roads have AC fuel pumps, the manufacturers have co-operated with the Automobile Association in setting up a permanent lecture unit, with equipment, at the A.A.'s training school for patrols.

An interim dividend of three per cent has been declared by the Avon India Rubber Co., Ltd., on the ordinary shares. It became payable on June 30. The dividend is in respect of the twelve months ending October 2, 1954, and is the same as previously.

Mr. H. A. Duke has been appointed district sales manager for southern England and Mr. Martin Rossman district sales manager for the midlands and eastern England. Mr. A. J. Maguire, assistant sales manager, continues to be responsible for development in northern England.

Mr. H. G. Beaufoy has been appointed North Wales branch manager of the north-western division of Shell-Mex and B.P., Ltd. Mr. D. H. M. Charles has been appointed branch sales supervisor in Bristol, which comes within the company's western divisions.

Useful phrases, in nine languages, for motorists going abroad are given in a new edition of the B.P. Phrase Book; as well as phrases on the upkeep of a car, currency tables and metric measurements, it contains for the first time this year phrases for "off-the-road" activities: hotels, cafés and restaurants, shopping, and so on. A postcard to Touring Service, Shell-Mex and B.P., Ltd., Strand, London, W.C.2, obtains this booklet.

A banquet was recently held in Bournemouth by the Exide organization as a climax to the 25th annual convention of Exide

service agents. Mr. F. H. Beaver, director of Ilco, Ltd., Oxford, said in a speech that there were many service agents gathered there who had been associated with the company for more than 25 years.

For the first time Girling, Ltd. have co-operated with a local road safety authority to run a concurrent brake service week. This took place recently at Northwich, Cheshire, when Girling engineers tested 460 cars—more than 100 over the previous best total at a Girling brake service week.

With great regret the death is recorded of Mr. R. H. N. Sands, sales director of W. L. Thompson, Ltd., Standard House, 72-76 Anlaby Road, Hull. He joined the firm as a junior and had been with it continuously except for two breaks, one of three years, when he went to Leeds to obtain additional experience, and also during the war when he served with the R.A.F.

At the International Band Contest between ten countries at Ostend during the weekend of June 26-27, the Ford Works Military Band, chosen to represent Great Britain, took the premier award. All the 39 bandsmen, whose director is Maj. G. H. Willcocks, are amateur players and left their machines, desks and benches to compete in the contest.

Three further booklets in the Wilmot Breeden series on door lock adjustment and removal deal with the 1953-54 series Armstrong Siddeley Sapphire; the 1953-54 Daimler Conquest; and the Humber Mark V Hawk and Mark IV Super Snipe—this booklet also applies to the new Mark VI Hawk and Mark IVF Super Snipe. These booklets are available from Wilmot Breeden, Ltd., 13-14, Oxford Street, Birmingham 5, price 2s 6d each post free.

Mr. Stanley S. Dawes, M.I.Mech.E., F.C.C.S., F.I.M.I., was installed as president of the Institute of the Motor Industry for the eighth time at the Institute's annual general meeting on July 1. In an address Mr. Dawes said that the motor industry four-year residential diploma course at Loughborough starting next September had received good support and there was now a total of 15 scholarship awards which had been made by various enlightened firms in the motor industry.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks:—

No. 16941. 1936 Series II Morris Twelve book.

No. 16942. 1934-35 Austin Sixteen "J.C.D."—Any available information and a handbook.

No. 16943. Handbooks Required

"I.H.J."—1936 Singer Nine.

"C.H.G."—1935-36 16 h.p. S.S.I.

"E.W."—1938-39 Series III Morris Twelve workshop manual.

"P.G.H.L."—1934 Lanchester Ten.

"A.E.L.C."—18-80 h.p. Wolseley.

"M.S.G."—1938 Lanchester Fourteen.

"J.A.C."—1933 Wolseley Hornet.

"H.S."—1935 Wolseley Fourteen.

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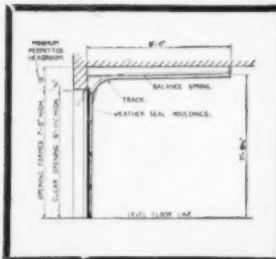
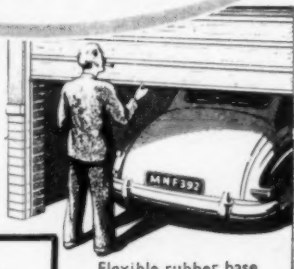
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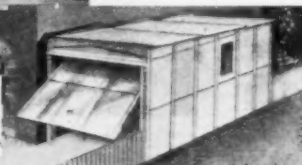
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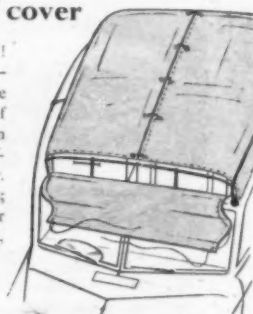
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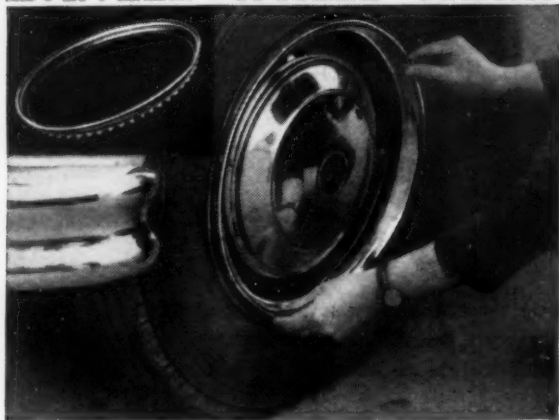
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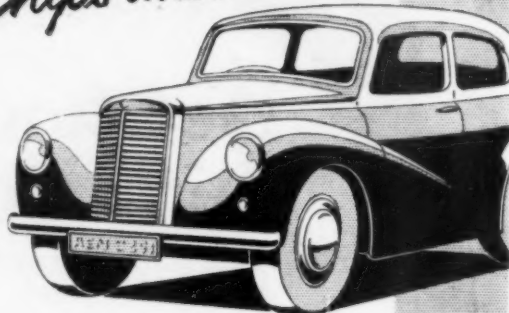
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
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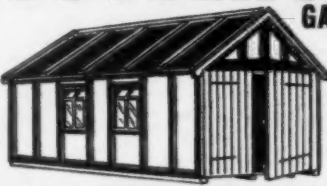
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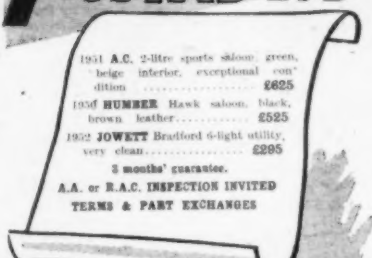
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Orders taken for delivery
in strict rotation.

NEW CARS FOR PROMPT DELIVERY
RILEY 1½-litre saloon. Green. Green interior.

Part Exchanges.	Hire Purchase.
1949 BENTLEY Standard Steel saloon. Only 35,000 miles. Superb condition and appearance. Dark blue	£2,100
1953 RENAULT "750" saloon in special shade of blue. 5,000 miles, high compression engine. Twin carbs. Special exhaust. Cost £740. Our price.....	£595
1951 (Oct.) HILLMAN Minx Convertible Coupe, black, H.M.V. Radio, a very smart car	£550
1949 FORD Pilot saloon, black, heater, radio, and leather upholstery	£375
1947 (Nov.) ARMSTRONG SIDDELEY Lancaster. 4-door saloon. Grey. Synchromesh gear box. Well maintained car	£395
1951 AUSTIN Princess 20,000 miles. Black, one owner	£965

Please let us have your enquiries.
REGENT 0424 (6 lines).

Car Showrooms: 40, Conduit Street,
W.1. 29-31, Edgware Rd., W.2.

Service Station (Day and Night):
Cleveland Garage, Cleveland Street, W.1.
Phone: Regent 0424 (6 lines).

WE ARE WEST END STOCKISTS
OF AUSTIN AND MORRIS SPARES

Car Bargains



THE COODEN ENGINEERING CO. LTD.

1953 HILLMAN Minx Saloon	£630	0	0
Or hired 36 months inc. tax and ins.	£25	10	0
1951 M.G. 1½-litre Saloon	£625	0	0
Or hired 36 months inc. tax and ins.	£25	4	0
1948 VAUXHALL 12	£595	0	0
Or hired 36 months inc. tax and ins.	£17	2	9
1947 VAUXHALL 10	£575	0	0
Or hired 36 months inc. tax and ins.	£16	2	0
1938 AUSTIN 7 Tourer	£150	0	0
Or hired 36 months inc. tax and ins.	£8	5	9
1937 A.C. D.H. Coupe	£195	0	0
Or hired 36 months inc. tax and ins.	£10	0	0
1936 FORD 8 saloon	£145	0	0
Or hired 36 months inc. tax and ins.	£8	5	0
1937 AUSTIN 7 saloon	£125	0	0
Or hired 36 months inc. tax and ins.	£7	8	3
1937 ROVER 10 Saloon	£250	0	0
Or hired 36 months inc. tax and ins.	£11	15	3

40 cars in stock. H.P. and other hiring terms arranged

COODEN, BEXHILL-ON-SEA

Tel.: COODEN 400

OVERSEAS CARS

MEANS A GOOD DEAL

1952 AUSTIN A.40 Devon saloon, green	£595
1934 BENTLEY 3½-litre saloon, grey	£485
1935 BENTLEY 3½-litre saloon, black	£595
1939 S. DAIMLER 24 h.p. saloon, black/brown, many extras	£615
1938 FIAT "500" drophead coupe, grey	£195
1950 M.G. 1½-litre saloon, black	£595
1949 OLDSMOBILE convertible, red, radio and heater	£995
1937 ROLLS-ROYCE limousine, black, 47,334 miles, body by A. Mulliner	£325
1947 ROVER 16 sports saloon, left-hand drive, grey	£450
1940 STUDEBAKER Champion saloon, red, fitted heater, radio, overdrive, seat covers	£345

Self-drive Austin A.40 saloons available.
Rate 8s per week and 6d. per mile.

Full particulars from

227, BROMPTON ROAD, S.W.3

Phones: Showroom: KEN 7475 Service Station: FUL 7669

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N. LONDON  SPECIALISTS



New Model "T.F." Available from Stock. Come and Inspect and Drive the "MAGNETTE." Selected and Guaranteed "USED" M.G.s in Stock, including

1953 T.D., black, Stage 1 tuned, 12,000 miles £595
1949 T.C., green, £150 overhaul, new hood £445
1949 T.C., black, Stage 1 tuned, many extras £435

SHOWROOMS OPEN EVERY WEEKDAY 9 a.m.—7 p.m.

LONDON

(Corner of N. Circular & Ux. North Road)
407, HIGH ROAD, FINCHLEY, N.12
Phone: Finchley 0091-5

Also at CARDIFF, BRISTOL, PORTSMOUTH, SWANSEA

DO YOU WANT A NEW AMERICAN CAR?

As Sole Concessionaires in the U.K. we are now able to offer a very limited number of NEW NASH CARS.

Our customers may choose their own colour and upholstery selections and may also specify additional equipment required. R.H.D. models available—delivery approx. 6 weeks.

TERMS — PART EXCHANGES

NASH CONCESSIONAIRES Ltd.

Albany Street, London, N.W.1

Telephone: EUSon 5558 or 1302

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to quicker sales..

The best way to speed turnover is to advertise regularly in these panels, which merit very special attention. Every issue of The AUTOCAR is read by well over 125,000 people—many of whom are your potential customers. Ring WATerloo 3333 for details.

WANTED

for

SPOT CASH

CARS

ALL TYPES

Hours of Business

Weekdays and Saturdays

9 a.m. to 7 p.m.

ROWLAND SMITH
BYRON & CO. LTD.

The Car Buyers

HAMPSTEAD HIGH STREET
LONDON, N.W.3

(Hampstead Tube)

HAMPSTEAD 6041 (10 lines)

Established over a quarter of a century

BUY A
Blue Star
Recommended
CAR

at our

NEW SHOWROOMS

opening at

**WATFORD WAY,
MILL HILL**

Telephone: Mill Hill 5100.

ON

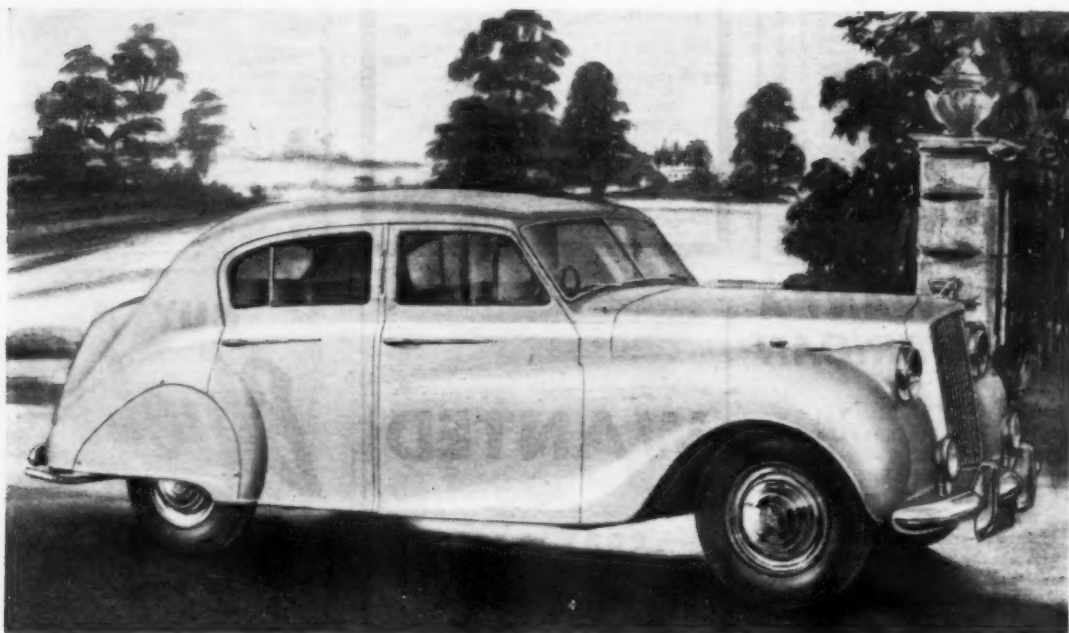
SATURDAY, JULY 10th

Call in and examine the attractive display of Blue Star "Recommended" and Guaranteed cars. Ask for details of part-exchange allowances and our service to enable you to find and be fully satisfied with a car to suit your purse and purpose.

**Britain's largest
Garage Group**

AUSTIN

Princess III SALOON



AVAILABLE EITHER AS A SALOON OR TOURING LIMOUSINE

The quality car at a reasonable price for
the owner driver

PRINCESS III SALOON, £1,540 . 0 . 0 Plus P.T.
Plus extras

PRINCESS III TOURING
LIMOUSINE, £1,590 . 0 . 0 Plus P.T.
Plus extras

Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

STANHOPE HOUSE, 320, Euston Road, N.W.1.	Euston 1212.
AUSTIN HOUSE, 297, Euston Road, N.W.1.	Euston 1212.
GLOUCESTER HOUSE, 150, Park Lane, W.1.	Grosvenor 3434.
37, Davies Street, W.1.	Mayfair 5011.
EALING: 16 Uxbridge Road, Ealing, W.5.	Ealing 6600.
HENDON: Welsh Harp, Edgware Road, N.W.9.	Hendon 6500.
STREATHAM: 382 High Road, Streatham, S.W.16.	Streatham 0054.
CATFORD: 163, Bromley Road, S.E.6.	Hither Green 1001.

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0090, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE & WANTED — SPARES & SERVICE

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]
1954 (April) A.C. Petrie, grey, 400 miles, as new; £269.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [4296]

G & M ALFRED'S (1956), Ltd.—1952 A.C. saloon, 21,000 miles, in practically new condition, extras—£67. Warren St., Euston 3268. [C1005]
£495—1949 (September) A.C. sports saloon, black, red leather, H.M.V. radio, heater, taxed year, car in excellent condition throughout.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembroke Mews, London, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009]

1948 (June) A.C. 2-litre saloon, black, grey leather, immaculate car, 31,000 miles, latest mods. to brakes, etc., private owner, used week-ends only, 2 cars kept, £475.—Tel. Sale (Manchester) 5292. [5001]

1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout. £300.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

1949 A.C. 2-litre Buckland 5-seater tourer, dark red, beige leather, excellent condition; £515.—Winn, Harrow 1560, 9 till 6, or Maidie Vale 3011. 261, Kilburn High Rd., N.W.6, after 6 p.m. [5164]

1951 A.C. 2-litre sports saloon, green, beige interior, exceptional condition throughout, any inspection invited; £625.—Trinity Cars, Ltd., 84, North Side, Wandsworth Common, S.W.18. Vandkey 1166. [C4034]

XXX H. F. Edwards (A.C. distributors and specialists) offer 1950 A.C. 2-litre sports saloon, a really immaculate one owner car (supplied by us new), finished in black cellulose with red leather upholstery, fitted with heater, delightful performance, thoroughly recommended and offered with written guarantee; £625.—200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005]

REQUIRED, really good A.C.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details please to: 84, North Side, Wandsworth Common, S.W.18. Vandkey 1166. [C4034]

ALFA-ROMEO

ELM AUTOSALES offer:—

ALFA-ROMEO 6C 1750 twin cam unblown Gran Turismo drop head coupe by Young a vast amount of money has been lavished on this specimen car over the last two years, and has virtually been rebuilt, both mechanically and bodily; any inspection or trial invited; £250.—Elm Autosales, 69, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

1934 first registered 1937, 2 3/4-seater sports car, Alfa red, completely overhauled by Geoffrey Taylor, crankshaft reground by Burtonwood, this unique car is in exceptionally fine condition and is mechanically perfect; £875.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0124/R]

ALLARD

K.I.

1947 Allard Roadster K.I., very good mechanically, about 14,000 miles since reconditioned engine, excellent tyres, nice hood and sidescraps, recently re-cellulosed in off-white which, with its navy blue upholstery, make it a most striking car; £315; terms, ex-changes.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7208 or 2051. [W3041]

B. J. HUNTER, Ltd. offer:—

1949 Allard 30hp saloon, fast and attractive car, bargain; £375. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040]

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1951 (June) Allard K2 sports 2-seater, nearly new condition; £695.—Pantiles Service Garage, London Rd., Guildford. [C5045]

1953 Allard Palm Beach, modified Zephyr engine, black, crimson leather, one owner, 17,000 miles, outstanding performance; £875.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C2005]

SALES & WANTS

Turn to page 82 for
Advertisement Form

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MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 81

ALLARD

RICHARDS & CARR always best value.

1951 K 2 4.3-litre Mercury, countless extras, one owner, specimen condition; £625. [C2045]
1950 P.1 saloon, one owner, heater; £435.

1948 K 1 2-seater, the smartest and best we know; £365. [C2045]
 35, Kinnerton St., London, S.W.1. Sloane 5424.

1948 Allard 7/K red 2-seater, excellent; £540. [C2045]
 40, Broadwater Ave., Letchworth. [4496]

ALLARD 1948 9, 4-seater, exceptional condition, excellent performance, several extras; £585. [C2045]
 Michael Motors, Ltd., 330, Norbury Avenue, S.W.16. [5044]
 Poliards 6098.

1951 Allard saloon, black, fitted new Dagenham engine, heater, seat covers, wing mirrors, spot lamps, perfect chassis and tyres; £450.—34, Bentinck Ave., Blackpool, S. Tel. 41960. [5105]

ALLARD (June, 1951) P.1 saloon, 22,000 miles, immaculate, chassis including tyres 100%, blue with blue upholstery; £550.—"Mid-Tons," Douland, Velverton, Devon. [5126]

325 2-seater, Allard, November, 1949, sports 2-seater, choice of 3 Allards: terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941. [C4018]

£345 petition J type model equipped with a multitude of extras and special features, radio, efficiency metres, slab tank, special type suspension, quick filers, etc.; very high standard of performance.

£495 1948 2-seater Allard 1951 K 2 series with ohv engine and twin down-draught carbs, pastel green finish with light grey leather upholstery, all-over tonneau cover, Andre telecontrol shock absorbers, Trico screen washers; extremely good order.

£365 1948, Sept. delivery, 2 previous owners, reconditioned engine fitted last year, just completed 7,000 miles; excellent mechanical order.

£495 1948, Sept. delivery, 2 previous owners, reconditioned engine fitted last year, just completed 7,000 miles; excellent mechanical order.

£495 1948, Sept. delivery, 2 previous owners, reconditioned engine fitted last year, just completed 7,000 miles; excellent mechanical order.

£595 1948, Sept. delivery, 2 previous owners, reconditioned engine fitted last year, just completed 7,000 miles; excellent mechanical order.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

BRADSTOCK MOTORS, Ltd., offer:—
£225—1937 Alvis Speed 85 saloon, black, brown leather upholstery, Charlesworth body, excellent condition.—Chase Rd., Epsom. Tel. Epsom 5696-7. (C1090)

BROOKLANDS—Alvis London distributors.

1952 Alvis 3-litre sports 2-seater, 8,500 miles.

1952 Alvis 3-litre 4-door saloon, small mileage.

1952 Alvis 3-litre D.H. 4-seater Tickford coupe.

GUARANTEED, deferred terms.

QUALITY, service, satisfaction. Open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars."

1939 Alvis 14 saloon, exceptional condition; £325.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. (C1010)

ALVIS coupe, 1949, 14hp, black and beige, new tyres, immaculate cond.; £585.—Pond House, 20, Village Way, Dulwich. (C1015)

SPEED 25 1937 Charlesworth saloon, mechanically and speedily superb; radio; £350 o.n.o.—Davis, 32, Lechnell Rd., Walsall, W.1. Tel. 4625. (C1014)

1952 Alvis 3-litre saloon, black with red upholstery, very attractive; £965; exchances; £1,500.

1954 well-known rally driver, many extras, finished in blue/black, special engine, low mileage.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. (C1079)

ALVIS, 1938, Silver Crest, black/red leather, beautiful car in perfect condition, recent engine overhaul, brakes relined, etc.; £245.—20, Northview, Tufnell Park Rd., London, W.7. Tel. North 1159. (C1013)

465 head coupe, leather, heater, very good condition; choice of three Alvis 14 coupes; terms, exchances; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1014)

PORTLAND SPORTS AUTOS offer a very nice 1935 Alvis Speed 20 saloon, fitted twin spots, loud and soft horns and new batteries, taxed year, very clean; £185.—Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45212. Exchanges and terms, open Sunday. (C1020)

PORTLAND SPORTS AUTOS offer—An extremely nice Alvis Speed 25 saloon, first reg. in 1938, it has fairly recently had a complete engine overhaul at the works and is fitted with twin Lucas flat beam spots, Windtones, 4 new tyres and is taxed year, new brake drums and linings are fitted and the car is painted in a most attractive strawberry shade, remarkable value at £245.—Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45212. Exchanges and terms, open Sunday. (C1020)

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

F. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 5303. (W2040)

REQUIRED, really good Alvis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Alvis.—Wembley 8691/3905. (W4015)

GATEHOUSE MOTORS are buyers of Alvis cars, Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mousieville 8691/3905. (W4021)

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 9841. (W341)

XXX good Alvis cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W4015)

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams Alviscar, Gold, London. (W4018/R)

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams Alvis, Coventry. (W4018/R)

CHARLES FOLLETT, Ltd., Alvis specialists. (W4018/R)

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (W4018/R)

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (W5091/R)

KINGSTON-ON-THAMES, Alvis agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84 Eden St. Kin. 2241-2. (W4053/R)

MANCHESTER—Alvis repairs and spares main agents.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. (W4053/R)

LANCASHIRE and Cheshire sales, service and spare parts specialists. Parkers (Manchester and Bolton), Ltd. Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). (W4053/R)

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears set seat covers from £5/15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (W4053/R)

AMERICAN CARS

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. (W4015)

£545 full 6-seater, immaculate and spotless condition, has the appearance and condition of 1952 series.

LAMBS OF WOOD GREEN Finchley Showroom, 1431-423 Finchley Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

AMERICAN CARS

SIMPSON'S offer:—

RHD 1952 Chevrolet, fitted with all extras, low mileage.

RHD 1954 Dodge Coronet, works mileage only, fitted with all extras.

1953 Buick V.8, radio, heater, fitted with all extras.

1947 Buick 4-door sedan, all extras, including radio and heater.

1952 Chevrolet Super de luxe, 2-door, radio, heater, immaculate.

CHRYSLER De Soto shooting brake, late type, Custom model, all American type body, fitted radio, heater, white wall tyres, special upholstery, believed to be the only one of its kind in existence, immaculate condition throughout.

1949 50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

1953 De Soto V.8, radio heater, all extras.

1950 Hudson Pacemaker, fitted with all extras, including radio, heater, etc.

1949 50 Lincoln, overdrive, all extras, white-wall tyres.

1947-8 Lincoln convertible, all electrically operated—windows, hood, etc.

1952 Pontiac 4-door, radio, heater, seat covers and extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. (C4015)

METCALFE & MUNDY, Ltd.

1951 Chevrolet saloon.

1949 Mercury Custom saloon.

1947 Cadillac convertible.

1945 Chevrolet saloon.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fulham 5471. (C3064)

1952 Ford Victoria coupe, low mileage, radio, heater, in most beautiful condition; £945.—Taylor & Crawford, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4036)

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. (Adj. Leicester Sq. Tube Station.) (C4036)

American Cars Wanted

ATTENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3905. 345, High Rd., Wembley. (W4015/R)

NEW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—280, Old Brompton Rd., S.W.3. Fulham 5471. (C3064)

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858. (W4015)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St., Martin's Lane, (Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. (C4036)

ARMSTRONG SIDDELEY

W. WELBECK MOTORS—officially appointed Armstrong Siddeley agents:—

THE following specimen Armstrong Siddeleys have recently been taken in part exchange for new Armstrongs:—

BOTH are offered with same-as-makers guarantee:—

1953 Whiteley six-light saloon in duo grey, 7,000 miles, one of the rarest and most sought after pre-Sapphire Armstrongs; £995. (C4049)

1948 Typhoon, in two-colour black and grey, having several hundred pounds spent on reconditioning over last 12 months; Motorola radio, loose covers; this is without doubt the finest 1948 Typhoon in existence and is virtually as new; £485. (C4049)

W. WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139 (6 lines). (C4049)

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1950 Armstrong Siddeley Whiteley saloon, beige, synchromesh; £675, one week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. (C3059)

ARMSTRONG SIDDELEY Sapphire 1953 saloon, black, maroon upholstery, pre-selector gear box, heater, radio, 7,000 miles, £1,400.—28, Albemarle St., London, W.1. Hyde Park 9523. (C5239)

ARMSTRONG SIDDELEY Sapphire 1953 saloon, fawn and black, beige upholstery, pre-selector gear box, twin carburetors, 3-waveband radio, heater, Rimblishers, screen washing equipment, speedometer reading 14,000 miles; £1,450.—28, Albemarle St., London, W.1. Hyde Park 9523. (C5240)

CAR MART, Ltd.

1952 Armstrong Siddeley 18 h.p. Hurricane drop-head coupe, heater; £695.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C2034)

HENDON CENTRAL GARAGE, Ltd., offer:—

1939 Armstrong Siddeley 16hp saloon, taxed year, fitted radio and heater, in very nice order; £265.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. (C2034)

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1949 (Jan.) Armstrong Siddeley Lancaster saloon, 2,309cc engine, finished in grey with brown leather upholstery, fitted heater; this car has only covered 8,000 miles since an extensive mechanical overhaul and is in superb condition; £525. (C3044)

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. (C3044)

ARMSTRONG SIDDELEY

WEBB MOTORS (WATFORD), Ltd. offer:—

1947 Armstrong Lancaster saloon, black, beige upholstery, low mileage, car in immaculate condition, good tyres, fitted radio and heater; £425; terms and exchances.—232, St. Albans Rd., Watford, Tel. Watford 5052. (C1018)

1953 Armstrong Siddeley Sapphire saloon, electric gear box, one owner; £1,475. (C1023)

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 5611. (C2023)

1946-7 Armstrong Hurricane, small mileage, beautiful condition throughout; £385. (C496)

BERTRAM COWEN, Ltd., Hermitage Lane, Stratfordham, Follards 2100. (C496)

1947 Armstrong Hurricane; £345.—Montrose Motors, Epping New Rd., Buckhurst 1171. (C496)

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter 121. (C3035)

1954 (March) Armstrong Siddeley Sapphire 6-light saloon, synchromesh, bucket seats, twin carburetors, rimblishers, under 1,500 miles, £1,575. (C4019)

G. N.W.1. Euston 4466, and Co., 369, Euston Rd., London. (C3023)

1939 Armstrong Siddeley 16 saloon de luxe, one owner, very small mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3065. (C4019)

1948 Armstrong Hurricane d.h., splendid condition; £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

1948 Armstrong Lancaster 4-door saloon, immaculate condition; £465.—Grosvenor Motors (Manchester), Ltd., 185, Oxford Rd., Manchester 13, Tel. Ardwick 2950. (C4019)

1954 Sapphire, 1,600 miles, absolutely immaculate; £1,595.—Taylor & Crawford, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4036)

1949 series Armstrong Siddeley Hurricane coupe, one ownership, moderate mileage, colour blue; £395.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 8266. (C4036)

1949 Series Armstrong Lancaster saloon, really excellent condition throughout; £465.—Seymour Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. (C4019)

£495—Lancaster 4-door saloon, 1949, pastel grey with grey leather, fitted Regency tailored leather heater, screen washers, Lucas flame thrower pass lights, one change of ownership since new, maintained throughout by makers' London service department. (C4019)

C for catalogue. Open till 8 p.m. Write Armstrong Siddeley Cars Wanted (C1035)

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266. (W4018/R)

OFFICIAL Armstrong Siddeley retailers and repairers.

SERVICE—Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5956. (W2010)

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (W4018/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Armstrong Siddeleys.—Wembley 8691/3905. (W4015)

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. (W4018/R)

ARMSTRONG SIDDELEY limousine, pre-war model preferred; must be immaculate condition throughout and privately owned.—Fox & Styles Car Hire, Haverley, Surrey (Haverley 859). (W4018/R)

7-SEATER, 18hp, private, 1951/52 Limousines, also private 25hp reasonable mileage 1959/39 Limousines, Alvis & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair-W.1. W1006. (W4018/R)

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail. (W4018/R)

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. (W4018/R)

ENLBY, Ltd., Cheetham Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216-7. (W4018/R)

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears set seat covers from £5/15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (W4018/R)

PASS & JOYCE, Ltd., England's largest distributors, for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). (W4018/R)

ASTON MARTIN

AUTOMOBILIA, Ltd., offer:—

1953 Aston Martin D.B.2, Vantage engine, twin exhaust, Alfin drums, specially tuned, will exceed 120 m.p.h., black, red leather, radio, heater, screenwashers, low mileage, one owner; the car is undoubtedly one of the fastest and most attractive cars of this type in the country; £2,095.—Automobilia, Ltd., Pinhoe Garage, Dorking 4304/3661. (C1089)

GUY SALMON AUTOMOBILES offer:—

1954 Aston Martin DBII-4, 4,000 miles, radio-motometer, meticulously kept, £2,225.—Ratcliffe-moor Rd., Thames Ditton, Esherbury 5551-2-3. (C1089)

2-litre short, open, rebuilt 1951; £450.—86, Downend Rd., Kingswood, Bristol. (C1089)

ASTON MARTIN 15hp coupe, registered July 1936, A over £200 spent on engine last year; £350. (C1089)

GEORGE NEWMAN & Co., 369, Euston Rd., London, W.1. Euston 4466. (C3023)

1953 very low mileage, loose covers, radio; £1,895. (C4036)

PREMANTLE 8401. (C4036)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTON MARTIN

BROOKLANDS.—Aston Martin sole distributors.

1954 DB2/4 models available for show and demonstration.

1953 Aston Martin DB2 saloon. Vantage engine. A-fin drums, radio; £1,850.

BUY or sell with confidence. Open until 7.

103, New Bond St., London, W.1. Mayfair 3551-6. (C1029)

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre coupe with dickey, 1938, £425.

ASTON MARTIN 2-litre tourer, 1938, £325.

ASTON MARTIN 1½ litre, 1935, £275.

ASTON MARTIN 2-litre Speed model, ex-Horsfall, £595.

ASTON MARTIN 1½ saloon, 1935, £165.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Baling 8841. (C3041)

2-litre Le Mans 4-seater, magnificent condition, new hood, £1,250, terms, £365 deposit.—Rudds, Central Station, Worthing 7773. (C1514)

£325.—Aston Martin 15/98 1938 d/h coupe, faultless cellulose and bodywork, duo colour, good mechanically, tyres, interior and hood, many extras.

BENMOTORS, 1, Clarendon Park, Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. (C1017)

1936 Aston Martin 1½-litre Mark II long chassis tourer; £385.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 6478 and 2522. (C1495)

1932 Aston Martin 12hp International Le Mans 2/4-seater, dry-sump lubrication, twin S.U. carburetors.—Offers to Woodroffe, Richmond Place, Chester. Phone 2219. (C1486)

BARTLETT.—Aston Martin 2.9 160 b.h.p., 140 m.p.h., B11 2-seater, full road equipment, complete history available, 50,000 miles.—27A, Pembroke Villas, W.11. Bayswater 0523. (C1013)

1954 registered January, Aston Martin DB2/4, 2,000 miles, l.d., with red upholstery, genuine mileage £2,000.—22, 62-60, Barton Road, Preston, Lancs. (Preston), L.D. Corporation St. Preston, Tel. 3203. (C1017)

ASTON MARTIN 2-litre sports saloon, 1937 (Oct.), a car of character in excellent mechanical condition, smart appearance, very fine performance, offered at the bargain price of £230.—Cap Bros. Garages, Ltd., High St., Purley, Surrey. Upstairs 4812. (C1041)

ROSE & YOUNG, Ltd., offer: 1954 Aston Martin D.B. II 4 saloon, fitted Al-fin brake drums, chrome wheels, H.M.V. radio with twin speakers, loose covers, etc., immaculate condition, £2,250.—65-69, St. Nicholas Ave., Streatham Hill S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. (C3057)

SLOCOMBES Ltd. We are pleased to offer two most pleasant examples of this desirable sports saloon, one 1954 DB2/4, 3,927, light blue with blue interior, the other is a 1953 model registered 1952, DB2, mileage 10,470, dark blue with beige interior and many pleasant extras. An excellent though necessarily short history is available with each car and as most people will no doubt be interested in part exchange, the prices may best be discussed on a comparative basis and our Mr. T. P. Dave will be pleased to have your enquiries.

WE would point out that these cars are as new—part exchanges motors and motor cycles with pleasure; enquiries arranged immediately. £115 deposit. 38-52, Dudden Hill Lane, Willesden, N.W.10, adjacent Dollis Hill Underground Station, Willesden 4869.

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

ASTON MARTIN cars wanted for cash; full details.—Priory Motors, Ltd., Old Windsor. Windsor 2002-3. (0197 R)

Aston Martin Spares and Service

PRIORY MOTORS, Ltd. (C1017)

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced prior to 1940; specialised servicing facilities. 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. (0198 R)

AUBURN

1936 Auburn 30hp unsupercharged drop head, green, maroon upholstery, all new tyres, £195.

DOUGLAS CAR SALES, 906/822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. (C1075)

AUSTON SEVEN

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1939 Austin Big Seven de luxe sunshine 4-door saloon, black, brown upholstery, excellent mechanical condition, good coachwork and tyres, moderate mileage; £225.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (C3012)

1936 Austin 7 saloon; £95.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5279)

1937 Austin 7 Ruby saloon; £125.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5296)

A. Z. MOTORS offer 1935 Austin Big 7 4-door saloon, exceptional; £185.—100, Palmerston Rd., N.W.6. Mal. 4725. (C1011)

£40 deposit.—Austin 7hp 1935, immaculate condition throughout, engine overhauled; £115 deposit, terms and exchanges.—Tudor 8073, Fit. 0293. (5260)

1938 Austin 7 2-seater tourer, very good condition, good tyres; £125.—220, Wightman Rd., Hornsey, N.13. (5125)

1939 Austin Big 7 4-door saloon, guaranteed; £195.—payments.—Oldfield, 386, Kensington High St., W.14. Tel. 6631. (C359)

1935 Austin 7 1937 model, Nippy sports 2, 165-hp, new hood, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Seven Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTON 7 cars for cash.

AUSTON House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

AUSTON A30

CAR MART, Ltd. LONDON Distributors.

1952 Austin A30 4-door saloon, heater; £450.—Car Mart, Ltd., 329, Euston Rd., N.W.1. Euston 1212. (C1039)

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 series Austin A30 3,500 miles, fitted with heater, whole car as new; £530.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

495 gns.—Austin A30 1954 2-door saloon, Coronet cream, Rimbellishers, one owner, 2,600 miles, original spare unused; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

TANKARD & SMITH, Ltd., offer 1953 (late) Austin A30 4-door saloon, suede green with brown leather upholstery, fitted heater, speedometer reading 7,000, excellent condition throughout; price £495; 3 months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801. (C4026)

Austin A30 Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (0197 R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTON A30 cars for cash.

AUSTON House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

RICHARDS & CARBS buy Austin A30.—35, Kinnerton St., London S.W.1. Sloane 5424. (W3045)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

AUSTON EIGHT

DICKS

1940 Austin 8 tourer, privately used throughout; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

1940 Austin 8 saloon; £225.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5279)

1946 Austin 8 saloon; £315.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. (C4074)

1947 (October) Austin 8 4-door sun saloon, unmarked; £350.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. (C4053)

£325 !!! 1946-7 Austin 8 4-door de luxe saloon, magnificent and spotless condition, only want seeing; three months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

315 gns.—Austin 8, 1947 saloon, black, sliding head, brown leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTON 8 cars for cash.

AUSTON House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

AUSTON TEN

1937 Austin 10 Cambridge saloon, black, very good condition; £190.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7213. (C2052)

AUSTON 10 saloon, 1946, black, brown leather, upholstery, sliding roof; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

1946 Austin 10 saloon; £345.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5272)

£225.—Austin 10 Cambridge saloon, black, mechanical and body good throughout, guaranteed.—King's Motors, 1, High St., Hounslow, Tel. 5532.

1947 model Austin 10 saloon, magnificent, guaranteed; £320; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4058)

1947 Austin 10 de luxe saloon, black/brown, one owner, taxed year, bargain; £335.—Hendon 3359 and 8460. (C2074)

1947 registered '50 Austin 10 saloon; £365.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5273)

£315 !!!—Austin 10 de luxe saloon, only one owner for 10 years has maintained this vehicle most carefully, special priority issue, looks and runs like 1948 model; three months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1937 Austin 10hp Cambridge saloon, clean, tidy car in excellent order; £165 or £75 deposit, balance over 12 months; exchanges, insurance, 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (125 lbs. from Stockwell Tulse Station passes the door.) (C4071)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018 R)

GANDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. (W2074)

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

Austin Ten Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTON 10 cars for cash.

AUSTON House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

GOOD Austin 10s wanted for cash.—Walter Scott, Ltd., 39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914. (W4006)

PRIDE & CLARKE, Ltd., the car buyers.—Austin 10s purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158 Stockwell Rd., London, S.W.9. (W3068 R)

AUSTON A40

ACRES offer:—

1949 Austin A40, grey with beige leather upholstery, heater fitted, one owner only; £495.

ACRES AUTOS, Ltd., 10 and 11 Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

ACRES offer:—

1952 (October) Austin A40 Somerset saloon, moderate mileage, fitted with host of extras, £625.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.13. Tulse Hill 1909. (C1007)

CAR MART, Ltd. LONDON Distributors.

1952-3 Austin A40 Somerset coupe, heater; £655

1952-3 Austin A40 Somerset saloon, sliding head, heater; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (C1039)

ELM AUTOSALES offer:—

1949 (March) Austin A40 saloon, one owner, 22,000 miles only from new, beautiful blue, cellulose unmarked, interior spotless, fitted heater, link mats, the best one we have ever offered; £495.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C2076)

RUSSELL MOTORS offer:—

1951 Austin A40 saloon, small mileage; £510; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9238. (C3060)

B. J. HUNTER, Ltd., offer:—

1953 Austin A40 sports, numerous extras, superlative condition; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 3303. (C2040)

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Austin A40 Devon, black, radio, heater, very good condition; £480.

THREE months' guarantee; terms; list on application.—Swiss Cottage Finchley Rd., N.W.3. (C1051)

1952 registered A40 saloon, 4-door; £475.

1950 registered A40 saloon, 4-door; £415.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5297)

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1949 Austin A40 Devon 4-door saloon, grey, hide upholstery to match, one owner, moderate mileage, excellent; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (C3012)

AUSTON A40, grey, 1950 model, for sale.—Tel. Sale 3441. (5330)

1949 A40 4-door saloon, sunshine roof, heater in, exceptionally fine condition; £495.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0219. (C2053)

1952 Austin A40 Somerset saloon, grey, heater, loose covers, taxed; £595.

1949 Austin A40 Devon saloon, green, fitted heater, good condition; £465.—Hale Motors, Ltd. Tot 7771.4. (C2076)

1953 (June) A40 Somerset, 9,000 genuine, heater, superlative; £650; also

1954 (Feb.) A40 Somerset, 4,000, heater, as new; £755.—Bruce France, 8a, Cromwell Mews, South Kensington. (0615)

1954 Austin A40 convertible coupe, green, 4,000 miles only, new condition; £695; also

1952 Austin A40 Somerset saloon, 17,000 miles, one owner, unusually well kept; £595; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (C4055)

1951 A41 saloon, green, one owner, 30,000 miles; £495.—May, 5242. (C3030)

1954 A40 Somerset 4,800, leather, heater, overriders; £700.—47, Brixton 4182 after 7 p.m.

1950 Austin A40 4-door coupe; £465.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5271)

AUSTON A40 coupe (Sept. 1953), green, hide, heater, 12,000; £635.—Ter. 5957, Box 6478. (5162)

1954 A40 saloon de luxe, black, 4,000 miles; £710.—Pickett, Harold Rd., Margate, Thanet. 20401. (5157)

1950 Austin A40 saloon; £495.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. (C4074)

1952 Austin A40 sports, excellent condition; £595.—Bell Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

625 gns.—Austin A40 1953 Somerset saloon, sliding head, leather, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below

475 gns.—Austin A40, late 1951 Devon saloon, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 Austin A40 Devon saloon, reconditioned engine, coachwork immaculate, heater; £465.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin 8104. (C4071)

1952 model A40 de luxe saloon, one owner, fitted heater; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

AUSTON A40 1951 saloon, black, brown leather, heater, one owner, steering column gears; £545.—Hillwood Motors, Mill Hill (London) 4232. Open Mon-Sat. 9-5. (C1078)

1953 (October) Austin A40 convertible, black with red hood, red leather upholstery, heater, 7,000 miles, taxed year, faultless; £665.—L. P. Dove, Guildford Rd., Woking, Surrey. Woking 1232. (C1078)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1953 Austin A40 saloon heater, guaranteed, £595. —Alley Automobiles, 68, Hill Rd., Wimbledon 3948. (C1035)
£425 1951 Austin A40 saloon, April, 1940, dark green, beige leather, fitted heater, Windfones, pass lights, attractive appearance, reasonably moderate total mileage.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. (C1035)
1843 mules, A40 Somerset de luxe saloon, heater, overriders, sun roof, leather upholstery, absolutely as new, taxed year—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 531-2.
NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Austin A40s with a written guarantee plus two free after-sales service vouchers. —Battersea 2252. (C1032)
PRIDE & CLARKE, Ltd., 1953 Austin A40 Somerset saloon, grey blue leather, 11,000 miles, heater, £689; 1952 (Dec.), grey/blue, 12,000 miles, heater, £629; 3 months' guarantee; terms, exchanges; lists—158, Stockwell Rd., S.W.9. Brixton 6251. (C1068)

Austin A40 Cars Wanted

C **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin A40 cars—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. (0957/R)
R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A40—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)
H **A. SAUNDERS, Ltd.**, Golders Green, require:—

AUSTIN A40 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
1953 privately owned A40—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. (W4018/R)
G **GOOD A40 wanted**, immediate cash—Lib 1604 or via 8978. (W5048)
A **OSTIN A40 Buyers**—Motorists (London), Ltd., 40, North Rd., E. Finchley Station, N.2. Tudor 391-2. (W5018)
I **OP price paid for A40 or similar type car, trade or privately—54, Stratham Hill, S.W.2. Tube Hill 2676. (W5016)
B **OTWOODS, Ltd.**, Austin distributors for Suffolk, will pay high prices for small mileage A40 saloons. Tel. Ipswich 2271. (A4596)
P **RIDE & CLARKE, Ltd.**, the car buyers—Austin A40s purchased for immediate cash, buyer will call. Tel. Brixton 1751. 158, Stockwell Rd., London, S.W.9. (W5068/R)**

AUSTIN TWELVE

H **A. SAUNDERS, Golders Green, offer:—**
1936 (March) Austin 11.9hp Ascot Sunshine, one owner, grey saloon, grey and grey hide, highly recommended; £175.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
1938 Austin 12; £175; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 & 5774. (C4054)
1947 12 saloon, black, radio, etc.; £415.—Montrose Motors, Epping New Rd. Buckhurst Hill 5270.
1947 Austin 12 4 saloon; £365.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306.
A **2. MOTORS offer 1947 Austin 12 de luxe saloon**, not used until 1950 beautiful condition; £375!!! Also 1938 12 saloon, ship; £175.—100, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

Austin Twelve Cars Wanted

H **A. SAUNDERS, Ltd.**, Golders Green, require:—
AUSTIN 12 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
R **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 12—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

C **AR MART, Ltd.**
L **ONDON Distributors.**
1951-2 Austin 16 h.p. hire limousine, heater; £750.
1948-9 Austin 16 h.p. saloon, sliding head, heater; £425.—Car Mart, Ltd., 57, Davies St., Grosvenor Square, W.1. Mayfair 5011. (C1039)
R **USSELL MOTORS offer:—**
1949 Austin 16, one owner, low mileage, radio, heater, sun roof; £465; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St. S.W.1 Sloane 9288. (C3060)
A **UTO SALES (LONDON), Ltd.**, offer:—
1948 Austin 16 de luxe saloon, small mileage, finished in dual green, immaculate car, £465.—Auto Sales (London), Ltd., Beistie Rd., N.W.6. Maiden Vale 5553. (C3062)
C **OOMBS & SONS (GUILDFORD), Ltd.**, offer:—
1949 Austin 16 saloon, colour black with brown leather upholstery, in very fair condition; £425.
C **OOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)
H **EARSEHILL**!! We have a large selection for sale from £1150. Attention address!!
A **PE AND SAUNDERS (COACHBUILDERS), Ltd.**, Station Approach, Kew Gardens, Phone Richmond 1161.
1948 Austin 16, immaculate; £445.—Jack Pomeroy, 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)
1948 Austin 16 saloon, black with brown leather upholstery, fitted heater, excellent throughout; £365.—L. F. Dove, Guildford Rd., Woking Surrey Woking 1282. (C1078)

£225—1953 Austin 16 4-door saloon, black, brown hide, very clean, £75 down—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490.
1946 Austin 16, black, brown leather, K.M.V. radio, exceptionally good condition throughout, out; £365, terms and exchanges—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)
1948 Austin 16 saloon, black, brown leather, fitted heater, small mileage; £365.—Kerth Motor Co., Ltd., Green Lanes, Palmers Green, N.13. Bowes Park 5100. (C5234)
1948 Austin 16 saloon, sliding roof, heater, excellent condition throughout; £445.—Elborne Bros., Lady Margaret Rd., Southall, Middx. Waxlow 1891/4008. (C5266)
1948 Austin 16 saloon, black with brown leather, heater, sliding roof, recent reconditioned engine; £445.—Pantiles Service Garage, London Rd., Guildford 5526. (C5035)
I **MOURINE Hirecars**, selection 1951/52, partition, L brown leather, forward occasional, low mileages, desirable condition throughout, reasonable cost. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin Sixteen Cars Wanted

H **A. SAUNDERS, Ltd.**, Golders Green, require:—
AUSTIN 16 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
R **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 16—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)
H **IRECAR** 59/51, 53 Limousines urgently required. —cash waiting A.L.P. & Partners, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C5035)

AUSTIN A70 & A90

C **AR MART, Ltd.**
L **ONDON Distributors.**
1952 Austin A70 Hereford saloon, sliding head, heater; £665.
1952 Austin A70 Hereford saloon, heater; £645.
1950 Austin A70 Hampshire saloon, sliding head, heater; £525.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1059)
R **AYMOND WAY**.
R **AYMOND WAY OF KILBURN.**
R **AYMOND WAY**, The Hire-purchase specialists.

1952 Austin A90 hard top saloon, in really exceptional condition throughout, radio and heater fitted one owner only, negligible mileage; 5998.
H **IRE purchase terms on the spot with no references**, no formalities, no guarantee, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.
R **AYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Edgware Rd., 6044 corner, very attractive appearance with exceptionally good road performance, yours for £179 deposit, cash price £555.
E **LITE MOTORS**, 161, Garratt Lane, Tooling Broadway, Tel. Balmes 2774 (10 lines). (C2005)
P **HOENIX MOTOR CO. (SURREY), Ltd.**, offer:—
1951 (November '50) Austin A90 electrically operated convertible, black beige leather, radio and heater, moderate mile, very attractive appearance with exceptionally good road performance, yours for £179 deposit, cash price £555.
E **LITE MOTORS**, 161, Garratt Lane, Tooling Broadway, Tel. Balmes 2774 (10 lines). (C2005)
P **HOENIX MOTOR CO. (SURREY), Ltd.**, offer:—
1952 (Feb.) Austin A70, fitted with a most capacious specially coachbuilt wooden utility body, fitted radio and heater; this car, which originally cost nearly £1,700, has covered only 14,000 miles in the hands of one careful owner and is in exceptional condition throughout; £850.
P **HOENIX MOTOR COMPANY (SURREY), Ltd.**, Sutton Rd., Surrey, Woking 1121. (C3044)
M **ETROPOLITAN MOTORS.**
H **ILLMAN, Humber, Sunbeam-Talbot, Commer.**

1949 Austin A70 saloon de luxe, perfect condition; £445.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5904. (C5016)
B. J. HUNTER, Ltd., offer:—
1950 Austin A90 Atlantic coupe, all electric model, fitted radio and heater; £545.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)
C **HARLES RICKARDS, Ltd.**, offer:—
1953 (April) Austin A70 Hereford saloon, sliding roof, heater, 7,700 miles only, one careful owner, taxed year; £225.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch, Pad. 1820.
H **M. BENTLEY & PARTNERS, Ltd.**, offer:—
1952 (July) Austin A70 saloon, one owner, 18,000 miles, heater and radio; £615.
9 Albemarle St., W.1. Grosvenor 5551. (C1018)

£525—Austin A90 convertible 1950, radio, heater, electric hood and windows, excellent mechanically, bodily and cellulose, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7. (50 yds. Holland Park Tube) Exchanges, h.p. (C1017)
1951 Austin A90 saloon, black and red, radio and heater, excellent condition; £575.—Beardmore, 28, Queensway, W.2. Bayswater 0136. (C1015)
A **USTIN A70 saloon**, 1951, heater, green with beige leather, low mileage, immaculate throughout; £565.
1954 A70 Hereford saloon, grey, red leather, sliding roof and heater, 7,700 miles, as new; £245.—Robbins East Putney, Tel. 4561. (C3010)
1952 Austin A70 saloon, beige and brown, taxed year, one owner, £295.—Woking Motors, Maybury Hill, Ltd., Woking 1628. (C4057)

£525—1951 model Austin Atlantic A90 power operated convertible coupe, radio, heater, bargain at £175 down—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)
J **AGUE ROBE, Ltd.**, offer: 1950 (Nov.) Austin A90 electric convertible, clean inside and out, open to any trial; £535.—Stafford Rd., Wallington, Surrey. Wallington 6577. (C3056)
£525 1950 Austin Atlantic sports coupe, July delivery, red/sawn, electric hood, heater, screen washers, very good condition throughout, one fastidious owner.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. (C1035)
1953 Austin A70 Hereford saloon, black, 9,000 miles only, sliding roof, heater, underseated, one owner from new; £750.—L. F. Dove Ltd., 111-115, Addison Rd., Croydon. Addison 3066. (C1076)
£545 1951 Austin A70 saloon de luxe, one owner, speedometer reads 11,000, vehicle spotless and as new; three months' guarantee; hire purchase, exchanges.
A **LMES OF WOOD GREEN**, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)
1952 (Oct.) Austin A70 Hereford saloon, grey, one owner, fitted heater, perfect, £620. (0953)
NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Austin A70s with a written guarantee plus two free after-sales service vouchers. —Battersea 2252. (C1032)
2,998 miles only—1953 Austin A70 saloon, black with brown leather, heater, radio, newish condition throughout and guaranteed, exceptional opportunity; £785 cash; deferred or part exchange; E. J. Baker & Co., Ltd., Dorking 3822. (A5527)
795 ans—Austin A70, September, 1952, Countryman Estate car, makers 4-door, 5-seater natural hardwood body, brown leather, fold-down rear seating, heater, one owner, small mileage, practically new, cost over £1,200; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)
1953 Austin A70 Hereford black saloon, 5,200 miles only, immaculate condition, chauffeur driven and regular maintenance by Transport Dept., has been on civic use only, now surplus to requirements; licensed to December 31st, 1954; offers and requests to inspect to be made to Borough Engineer, Municipal Offices, Haringey, 14625.

Austin A70 and A90 Cars Wanted

C **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin A70 and A90 cars—16, Uxbridge Rd., Ealing, W.5. Ealing 6690. (W4018/R)
H **A. SAUNDERS, Ltd.**, Golders Green, require:—
AUSTIN A70 and A90 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
R **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A70 and A90—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1938 Austin 12 Norfolk de luxe saloon, 5-6 seats, black with brown leather, one owner, positively immaculate, highly recommended; £515.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
1937 Austin 18 limousine; £245.—Montrose Motors, Epping New Rd. Buckhurst Hill 5275.
£444 1940 model Austin 18 Windsor long chassis 7-seater, with 1 face forward occasional, magnificent spotless condition; three months' guarantee, hire purchase, exchanges.
A **LMES OF WOOD GREEN**, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)
AUSTIN 18 Iver limousine, 1939, very good black leather upholstery, one owner, excellent condition, whole car remarkably free from blemish and rust, visible occasional division, mechanical reconditioning (reborn, etc.) last autumn; £395.
AUSTIN 18 Windsor 7-seater, 1939, very similar condition to above, one owner since 1946, history and details of recent overhauls and servicing available, new Ford Dunlop tyres; £385.
AUSTIN Ranelagh limousine, 1939, spacious 8-seater body, smooth luxurious performance, ideal car for weddings, funerals or long distance hire work; £345.
AUSTIN 18 Chalfont limousine, 1937, a nice, tidy car with good leather upholstery, face fwd, occasional division, Ace wheel discs, pass lights, etc., good mechanical order and ready for immediate use; £130.
CAMDEN MOTORS, the hire car specialists, Leighton Buzzard 2041; write for free catalogue. (C1035)
7-PASSENGER 1938 Windsor Saloon, blue leather, original owner, certified mechanically, exceptional order throughout. £420. Alpe & Saunders Ltd., Providence Court, North Audley Street Mayfair-2941. (C1006)

Austin A70 and A90 Cars Wanted

H **A. SAUNDERS, Ltd.**, Golders Green, require:—
AUSTIN 18 cars for cash.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
R **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 18—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1938 39 privately owned Limousines, also 7-seater, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)
AUSTIN TWENTY
1937 Austin 20 long chassis 7-seater, limousine, guaranteed; £225; payments—Oldfield, 366, Kensington High St., W.14. Wes. 6631. (C3029)
1937/38 Limousines wanted, good condition essential, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Twenty Cars Wanted
A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN 20 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A125 Sheerline saloon, sliding head, radio, heater; £265.

1952 Austin A125 Sheerline saloon, radio, heater; £280.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5, Ealing 6600. (C1059)

CHARLES FOLLETT, Ltd., offer:—

1950 Austin Sheerline, black, one owner, loose covers, replacement engine; exceptionally well kept car; £295.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

H. A. SAUNDERS, Golders Green, offer:—

1954 Austin A125 Sheerline, sliding-head, heater, radio; £1,852/14/2.

1952 Austin Sheerline l.w.b. 8-seat black limousine brown hide throughout, concealed face-forward occasional, sliding-division, one private owner, unblemished, highly recommended, cost over £2,571; net £1,250.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C3404)

1952 Austin Princess, black/beige leather, radio, heater, 21,000 miles, immaculate; £1,175.

NAYLOR & ROOPE, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batt. 2252. (C5022)

HEARSE!!! We have a large selection for sale from £1,150. Attention address:—

L.P.E. & CO. (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, 'Phone Richmond 1161. (4324)

1952 (May) Sheerline, silver grey, radio, heater, new tyres, taxed, one owner only, as new, bargain at £725.—Tel. Chesham, Bucks, 422 or 523.

G & M ALFREDS (1936), Ltd.—1952 Austin Sheerline saloon, radio, in superb order throughout.—6-7, Warren St., W.1. Euston 3268.

1950 Austin Sheerline, grey, one owner, heater and radio, immaculate condition, taxed; £635.—S. Turrie & Co., Ltd., 105, Westbourne Grove, W.2. Belsize 0095. (C1063)

ROSE & YOUNG, Ltd., offer:—1951 model Austin A125 Sheerline saloon, low mileage, immaculate, black; £625.—65-69, St. John's Hill, St. John's Hill, S.W.2 (1 minute Streattham Hill Station). Tulse Hill 6464. (C5057)

£595!!!—Austin Sheerline saloon, 1950, previously owned by local county councillor, handsome and impressive-looking car, unblemished coachwork, excellent tyres, fitted heater and radio built in, Write for catalogue. Open till 8 p.m. (C1035)

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. (C1035)

1950 Austin Sheerline saloon, black, trimmed beige, radio, etc., 25,000 miles only, taxed year, excellent example, terms, demonstration any where; £625.—Hantume Motors, Ltd., 39, Sheep St., Northampton 3616. (5247)

1952 Austin Princess saloon, metallic grey with red hide upholstery, genuine mileage 13,000, one very careful owner, luxurious equipment includes short-wave radio, heater, sunshine roof, picnic tables, twin spot lamps and size Rimbells, whole car immaculate and guaranteed; £1,275.—Campbell Symonds, Wembley 6262. (C1037)

Austin A125 and A135 Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (1052/R)

A. SAUNDERS, Ltd., Golders Green, require:—AUSTIN A125 and Austin A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

AUSTIN Princess required; must be late model; small mileage.—Write Heat-Retaining Tableware, Ltd., 4, Church Walk, St. Margarets Rd., Ward End, Birmingham, 8, or ring East 3106 (office hours). (4495)

KENSINGTON HIRE SERVICE require to purchase 1951/2 privately owned, low-mileage, long wheel-base, 8-seater Princess limousine.—Write, giving full details, to 25, Queens Gate Place Mews, London, S.W.7 or 'phone Wes 5515. (4576)

7-SEATER 1951/2/3 Sheerline partitioned limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN HIRE CARS

1949 Austin 16 hire car, black with brown leather upholstery, in first-class condition; 585gns.—Apply W. H. Mealing, 99, Richardson St., High Wycombe, Bucks. Tel. High Wycombe 2476. (5014)

AUSTIN MISCELLANEOUS

AUTOMOBILIA, Ltd., offer:—

1949 Austin 16 4-door de luxe sunshine saloon, blue, brown hide, heater, reconditioned engine, one owner, excellent condition; £425.

1951 (Oct.) Austin 2.0 4-door de luxe sunshine saloon, grey, blue leather, heater, low mileage, excellent condition; £525.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 5891. (C1089)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

MARSTON MOTOR Co., for your Austin.—Tel. St. 2000, Seven Sisters Rd., Tottenham N.15. (10598/R)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin dealers, urgently require late type Austin.—Tel. Weybridge 233. (10541/R)

Austin Miscellaneous Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Austins.—Wembley 5691/5903. (W4015)

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012.

Austin Spares and Service

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., W.19. Wim. 0123. (0414/R)

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 5665. (10252)

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 8500) and at 18, Uxbridge Rd., Ealing, W.9 (Ealing 6600) and 382, Streattham High Rd., S.W.16 (Streattham 0054). (0160/R)

G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271/R)

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-4. (0916/R)

FAIRLEYS (REG PHILLIPS) are first choice for Austin Seven spares, lists and parts by return.

John St., Sheffield 22876. (4935)

AUSTIN spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first, 44-47, Newington Causeway, S.E.1. Rom 2852/2820. (0729/R)

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc., a.s.e. for list.—Witham's, 18, Balham Hill, S.W.12, Battersea 5280/3769. (0488/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Bedfordshire, Tel. Feltham 4274-5. (10399/R)

REPAIRS, reasonable prices! Reconditioned guaranteed 7, 10, 12, gear boxes, shock absorbers, engines; all types repaired; quotations free; gears, parts, set seat covers from the end of the summer.

Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (10040)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acce Lane, S.W.2. Brixton 1155. (0184/R)

AUSTIN-HEALEY

WM WELBECK MOTORS, Ltd. for Austin Healeys:—

1954 (June) Austin-Healey, dark green, delivery mileage only, immediate delivery list price. A unique opportunity to acquire one of these cars without waiting till the end of the summer.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139 (6 lines). (C4048)

AUSTIN HEALEY 100, blue, with blue interior to match, moderate mileage; £295

1953 (October) Austin-Healey 100, blue, with blue interior to match, moderate mileage; £295

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, A Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. registered late '53, low mileage, taxed, £100 extras as new; £1,025.—Backhurst 1773.

AUSTIN-HEALEY (March, 1954) black, 120mph roadster, 2,800 miles, radio, heater, overdrive; £295, exchange hire purchase.—130, Church Rd., Birmingham 13, South 1146. (5199)

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.

1949 Bentley 4½-litre standard steel saloon, sliding head, radio, heater; £2,150.

1951 Bentley 4½-litre standard steel saloon, sliding head, radio, heater; £2,650.

1952 Bentley 4½-litre standard steel saloon, sliding head, radio, heater; £2,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (C1039)

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 35,000; £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. (0906/R)

PB. (August delivery) 3½-litre Bentley, Freestone & Webb mitted edge sports saloon, black, blue leather.

PADDON BROS., 60, Chovel Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C5035)

1935 3½-litre Bentley, magnificent condition, works rebuilt, special lightweight Mulliner body; £595.—Uxbridge 2062. (4749)

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE:—1950 Mark VI standard steel saloon, painted black and upholstered in brown leather, 54,000 miles; £2,275.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open till 8 p.m. May, 7444.

ACRES offer:—

1935 3½-litre Bentley, British Racing Green, fitted with many extras, £575; also 1934 3½-litre Bentley saloon, turquoise blue with £200 Bentley engine overhaul; £495.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon, large boot, two-tone grey with red hide, 9,000 miles; £3,950.

1952 Standard steel saloon, large boot, black and maroon with maroon hide, 9,000 miles; £3,750.

1951 H. J. Mulliner sports saloon, silver grey with blue hide, 16,000 miles; £4,250.

1951 Standard steel saloon, 4½-litre, Tudor grey with pale blue hide; £2,950.

1951 Standard steel saloon, 4½-litre, maroon and silver with maroon hide; £2,750.

1950 Freestone & Webb sports saloon, black with brown hide; £3,100.

1950 Standard steel saloon, black and grey with pale blue hide; £2,575.

1949 Hooper razor-edged sports saloon, black with beige hide; £2,950.

1949 Standard steel saloon, dual grey with pale blue hide; £2,550.

1947 Standard steel saloon, black with grey hide; £1,875.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17 Berkeley St., London, W.1. Tel. Mayfair 9060. (C5032)

SWANMORE GARAGE, Ltd.

1951 Bentley Mk VI 4½, saloon, very carefully maintained; £2,395.

1949 Bentley Mk VI 4½, saloon, with engine overhaul by Bentley agents; £2,185.

1949 Bentley Mk VI saloon by Freestone & Webb; £2,495.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. (C4024)

TOM GARNER, Ltd., offer:

1951 Bentley 4½-litre Mark VI 4-door sports saloon, grey, by Freestone & Webb; £3,450.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

EVANS & O'MALLEY offer:—

1936 Bentley 4½-litre H. J. Mulliner saloon, fitted heater and sun roof, 2 spares, excellent condition throughout; £695gns.

L. OWENDES Sq., Knightsbridge, S.W.1. Sloane 1353/1709. (4146)

TAYLOR & CRAWLEY offer:—

1953 Bentley 4½-litre R Type saloon, 8,000 miles, in brand new condition.

1951 Bentley P.S.C. saloon, 23,000 miles, condition you would expect; £2,555.

1935 Bentley 3½-litre, most attractive sports saloon by Thrupp & Maberly, most carefully looked after with excellent history; £495.

TAYLOR & CRAWLEY, Hyde Park Corner, 23, Grosvenor Crescent, S.W.1. Sloane 3215.

MAIDSTONE ENGINEERING Co.

1938 Bentley 4½-litre sportsman's Park Ward saloon, most beautifully finished in silver with grey leather interior and carpets to match, fitted with the unique and desirable feature of Perspex roof, fitted H.M.V. radio, dynamo, chrome passlamp, twin chrome Lucas horns, Ace wheel discs, taxed for the year and fitted almost all new tyres, mechanically in really excellent condition throughout, complete with all tools and instruction book, a most attractive and excellent example; £895; choice of three.

CROSS ST., Pendleton, Salford, 6, Manchester, Pen. 3457. (C5000)

MANN EGERTON & Co., Ltd.

1953 (Oct.) Bentley automatic gear 4½-litre steel saloon, large boot, black, 10,000 miles; £4,150.

1953 Bentley 4½-litre steel saloon, large boot, dual grey finish, 8,000 miles; £3,750.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2075. (C2008)

JACK OLDING & Co. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1953 4½-litre large boot standard sal., velvet green beige hide, bench-type front seat, one owner, 19,000 miles; £3,750.

1952 4½-litre large boot standard sal., grey/grey hide, 20,000 miles; £3,400.

1952 4½-litre standard sal., Tudor grey/grey leather, one owner, 35,000 miles; £2,750.

1951 4½-litre standard sal., black/red leather, 34,000 miles; £2,550.

1950 4½-litre H. J. Mulliner sal., black/brown leather, one owner, £2,675.

1948 4½-litre standard sal., black/beige leather, loose covers; £1,750.

1938 4½-litre Thrupp & Maberly sal., black/beige leather, heater; £375.

AUDLEY House North Audley St., W.1. Mayfair. A 5242. (C5050)

1934 3½-litre Bentley sports de ville, black and green, well above average condition; £495.

Bolton Auto Sales, 158, Cross St., Sale, Manchester, Sale 5688. (5309)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

SANDERSON & HOLMES, Ltd., Derby.
THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. (C4073)
COOMBS & SONS (GUILDFORD), Ltd., offer—

1939 Bentley 4½-litre overdrive by Park Ward, in excellent condition; £1,000.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford G2 9QF-8-9. (C1057)
BROOKLANDS: Individually, new and used cars.

1950 Bentley Mark V standard steel saloon.

BUY or sell with Confidence. Open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. (C1022)

KNIGHTSBRIDGE MOTORS, Ltd., London, S.W.1.

1951 (June) Bentley saloon, black, maroon leather, 28,000 miles only; £2,575.

CASS'S MOTOR MART—1957 Bentley 4½ Park Ward saloon, black, excellent; £715.

1934 3½-litre Park Ward saloon, £600 overhaul at makers, £595; terms, and exchanges—S.

1935 3½-litre Bentley Park Ward saloon, exceptionally good mechanical condition; £565.

1936 4½-litre Bentley Vanden Plas 4-door sports saloon; £695—Jacqueline, Ltd., 225-7, Ham-

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer—

1951 Bentley Mk. VI sal., black, one owner, chauffeur driver specimen car; £2,575.

1949 Bentley Mk. VI drop head coupe by Park Ward, black, beautiful car, in magnificent condition; £2,240.

1947 Bentley Mk. VI sal., black, two owners, replacement engine recently fitted, outstanding condition; £1,835.

1947 The above cars have had a comprehensive check-over and are guaranteed for 12 months.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Av., W.9. Cunningham 5856. (C2010)

1949 Bentley Mark VI standard saloon, colour green, brown hide interior, equipped with radio and loose covers, 37,000 miles; £1,795.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507.

1951 (late) 4½-litre, large bore, two-tone Bentley 62,650—Nixons Garage, Hassell St., Newcastle Staffs. Tel. 6154. (C1522)

1934 saloon, sun roof, etc., cheapest good condition Bentley W. offered. £475—Economy Car Service, Rickmansworth. Tel. 5192. (C1592)

1937 4½-litre Bentley Park Ward saloon, in excellent condition, taxed, new tyres, £695—Wag-

1947 Mark VI standard steel saloon, grey and black mileage 39,000; £1,795—Louis & Co., 56, Lancaster Med., London, W.2. Padd. 9196. (C2069)

1934 Bentley 2-str., drop head, Vanden Plas, finished grey, condition much above average, carefully maintained—Green, Lyndhurst, Aylesstone Hill, Bedford. (C1596)

BENTLEY 1952 saloon (black), beige leather upholstery, 26,000 miles, perfect condition, maintained by Bentley Motors, Ltd., 10, 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

1936 4½-litre Bentley Park Ward saloon, black, blue, blue leather, heater, excellent mechanically, taxed year, h.p. arranged; bargain; £750 o.n.o.—W. Bottomley, Bancroft Works, Oldham. Tel. Main 6122. (C1530)

1948 Bentley Mk. VI standard steel saloon, two coloured green, pipkin upholstery, immaculate throughout, complete history available; £1,675—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

BENTLEY 4½-litre spts. sal., 1936, superb car of quality for the connoisseur, fastidiously maintained, beautiful lines, outstanding performance, a car that one would be proud to own. £575—Carr Bros. Garage, Ltd., High St., Purley, Surrey. Uplands 4812. (C1041)

1936 Bentley 4½-litre Park Ward 4-door sports saloon, finished black, two owners, moderate mileage, £695; trade and part exchange enquiries invited—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

BARTLEY 1951 Bentley Mark VI standard saloon, B one owner, 34,000 careful miles, finished in steel grey with maroon leather, E.M.V. radio, the whole car practically unmarked and open to the most expert examination. £2,495—27a, Pembroke Villas, W.11. Bayswater 0523. (C1013)

TANKARD & SMITH, Ltd., offer 1949 Bentley standard saloon, grey with beige leather, history available, radio and heater, screen washers, superb condition throughout; £1,950; three months' written guarantee—194-198, Kings Road, Chelsea, S.W.3. Fitzham 4801. (C4026)

FINEST 4½-litre Bentley on the market, reg. Aug. 1956, Park Ward saloon, bodywork completely unmarked outside, finished in black, interior leather and woodwork in excellent original finish, fitted heater and new tyres, discs, taxed Dec., recently an amount of £1,640 was spent on the chassis, Bentley invoices available, a perfect car in every way; £680; exchanges, terms—Ross Motors, Ltd., Regent St., Hinchley, Essex. (C5051)

1937 (registered January) 4½-litre Thrupp saloon, capacious, black, black history available, very excellent throughout. £675. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941.

BENTLEY (PRE 1931)

SPEED SIX coupe (26/6/31), B.R. green, any trial or inspection; h.p. exchanges; £275—37, Bury Old Rd., Prestwich M20, Manchester. (C2052)

2244 1½-litre Bentley 3-litre Red Label radiator forward mounted, open Vanden Plas 4-seater, modernised lighting, pressure tyres, magnificent specimen condition, any purchase, exchanges, three months' guarantee; hire purchase, exchanges.

AMBS OF WOOD GREEN, Finchley Showrooms. Ch. 421-423, High Rd., Finchley, N.12. Finchley 6226. (C2052)

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BENTLEY (PRE 1931)

PERFORMANCE CARS—Good selection always available; written guarantee—See under "Sports Cars." (C5041/R)

Bentley Cars Wanted

C THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. (0958/R)

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

W EYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late Bentley Tel. Weybridge 233. (W3011/R)

B EST price offered for low-mileage Mark VI Bentley cars. 1947-1953—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. 3431. (W3011/R)

H ATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley—71, Broad St., Midland 2437. (0557/R)

1948-9—Ross Motors, Ltd., Regent St., Hinchley, Leics. Tel. Hinchley 556. (2937)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Bentley—Wembley 8691/3903. (W4015/R)

W E will buy or part exchange your Bentley for a new one—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245. (W2064/R)

W E are open to purchase any type pre-war Bentley cars complete or otherwise—Compton, 69, Westons St., Crystal Palace, S.E.19. Livingstone 3562. (0062/R)

T AYLOR & CRAWLEY will buy low mileage Mark VI Bentley and pre-war Bentleys at attractive cash prices—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4056)

J ACK BARCLAY (SERVICE), Ltd.

L ARGEST official repairers Bentley cars. Servicing L or overhaul work, coachwork renovations and accident work, large stocks of spares—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment near Battersea Bridge. Fitzham 2223. (S1082/R)

C HARLES POLLETT, Ltd., officially appointed repairers, all Bentley repairs, terms arranged immediately.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

S PARE parts.

S EVICE: Barnsdale Yard, off Elgin Av., W.9. Tel. Cunningham 5856-7-9. (0593/R)

A Bentley; full repair service at most reasonable prices—Compton, 69, Westons St., Crystal Palace, Tel. Livingstone 3562. (0490/R)

B.M.W.

1937 Type 329 just repainted red and black, excellent tyres, good order throughout, 4-seater cabriolet; £275, part exchanges, motors and motor cycles with pleasure—terms arranged immediately.

S LOMBES, Ltd., 58-62, Dudden Hill Lane, Willesden, N.W.10, adjacent Dollis Hill Underground Station, Willesden 4669.

B.M.W. 1939 327 8.0 Reuter d.h. coupe, modifications, —88, Mount Pleasant Rd., London, N.W.10. (S229)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

P RIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges—Stockwell Rd. S.W.3. Brixton 6251. (0543/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small, free advice on all models, latest modifications can be fitted to older models if required. (0618/R)

RAYMOND WAY OF KILBURN. (0827/R)

BORGWARD

METCALFE & MUNDY, Ltd.

1953 1900 diesel 2-door saloon, left-hand drive, in absolute faultless condition.

METCALFE & MUNDY, Concessionaires, Ltd., 280, Old Brompton Rd. S.W.3. Fremantle 5471. (0141/R)

B.RISTOL

D. M. & CHERRINGTON, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563 (C2054/R)

COOMBS & SONS (GUILDFORD), Ltd., offer—

1949 Bristol 400, colour black with beige leather upholstery, fitted with heater and radio; £950.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford G2 9QF-8-9. (C1057)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—60, Piccadilly, W.1. Grosvenor 4141. (0618/R)

1948 Bristol 400 saloon; £250 recent overhaul; £825; exchanges—Weiswyn Service Depot, Hatfield 2178. (S201)

1949 (Nov.) Bristol 401, 30,000 miles; £1,295—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1952 (May) Bristol 401 saloon, 14,000 miles only, heater, radio, taxed, immaculate condition; £1,685—Philip Foster, 106, High St., Uxbridge, Tel. 4202. (S213)

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black; £975—A.F.N. Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011. (C2015)

B RISTOL—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post—Charles Crisp Motors, The "Bristol" Centre, Bristol, Tel. 25280. (0474/R)

BRISTOL

BRISTOL 1948, 85c engine, c.r. gear box, 3.7 din brakes, instruments, etc., a most outstanding car with equal performance; £650, or exchange—88, Mount Pleasant Rd., London, N.W.10. (S253)

BARTLETT—Bristol 1948/49, type 400 saloon, Bristol overhaul, wireless, heater, many extras, exceptionally fine condition, open to the most expert examination; £895—27a, Pembroke Villas, W.11. (C1013)

1952 (April) Bristol 401 saloon, surf blue with since new, 16,000 miles, radio, heater, perfect in every way; £1,695—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

B J. HUNTER, Ltd., offer—

FOR immediate purchase of your Bristol.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. (W2040)

BRISTOL 400 or 401 required, good price paid—Ross Motors, Ltd., Regent St., Hinchley, Leics. Tel. Hinchley 558. (2936)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Bristol—Wembley 8691/3903. (W4015/R)

A and Type 401 cars—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (0476/R)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail; 161, Gt. Portland St., W.1. Lancham 7733. (0144/R)

BUGATTI

SPORTING 4-seater T57; £625—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maids Vale 1331. (0870/R)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1331. (0071/R)

BUICK

ACRES offer—

1939 Buick 4-door saloon, fitted with steering column gear change, black with Bedford cord interior; £230.

A ham Park Rd., S.W.4. Tel. Macaulay 2211-2.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars." (W4015/R)

1947 Buick Roadmaster, radio, heater, outstanding condition; £695.

SCOTT CARS 347, Finchley Rd., London, N.W.3. (C4016/R)

1950-51 Buick Roadmaster 2-door sedan, Hydramatic drive, power-operated windows and shift, outstanding condition; £1,395.

SCOTT CARS 347, Finchley Rd., London, N.W.3. (C4016/R)

BUICK T. and M. 7-passenger limousine, ideal hire car; £250—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

RHD 1951 Buick Riviera saloon, black, low mileage, radio and heater, specimen car—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

1946 ('50) Buick Super 8 saloon de luxe, under-sealed, radio and heater, twin mirrors, white-wall, l.h.d., fine specimen of post-war American motor; £555—Ree Pimms (Motors), Ltd., 17-18, High St., Tooting, Beds. Tel. 371. (C4064)

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Buicks—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models—Showrooms: 7, Hyde House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET

RHD Chevrolet Fleetmaster 4-door sedan, wireless and heater; £595.—Val. 4674. [C2018]
LATE 1950 Chevrolet (i.h.d.) drop head fourseater convertible, electrically operated hood, genuine 20,000 miles; £575.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8. [C2045]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R]
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Ad.) Leicester Sq. Tube Sta., W.C.2. Temple Bar 3586. [W1027/R]

Chevrolet Spares and Service

REPAIRS, reasonable prices! Gears, set seat covers from £9; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0945]
CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors Ltd., Upper St. Martin's Lane (Ad.) Leicester Sq. Tube Sta., W.C.2. Temple Bar 3586. [W1027/R]

CHRYSLER

AUTO SALES (LONDON), Ltd., offer:—

1948 Chrysler Plymouth 4-door de luxe saloon, finished in black, leather, r.h.d., immaculate car; £625.—Auto Sales (London), Ltd., Belgrave Rd., N.W.6. Maids Vale 5555. [5301]
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars."

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.
CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belgrave Rd., Swiss Cottage, N.W.6. Maids Vale 5555/2155. [0945/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube). [W4018/R]

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.
CHRYSLER distributors spares for all models; exchange reconditioned units in stock.—59-65, Belgrave Rd., N.W.6. Maids Vale 5555-2155. [0405/R]

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2234. [0561/R]

REPAIRS, reasonable prices! Gears, set seat covers from £9; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0947]

CITROEN

ACRES offer:—
1949 Big 6 Citroen, black in immaculate condition, 10,000 miles; £499. [C1002]

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

G. NORMAN & Co.
CITROEN Sole Distributors for the County of London, Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R]

RUSSELL MOTORS offer:—
1954 (March) 15hp Citroen saloon de luxe, twin cars, 4,000 miles only; £895; any trial or examination. [C3060]

RUSSELL MOTORS (KNIGHTSBIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9298. [C3060]

H. W. MOTORS, Ltd., offer:—
1949 Citroen six-cylinder saloon, French model, fitted many extras, including English 12-volt electrical system (possibly the finest model in the country); £565.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

GLANFIELD LAWRENCE offer:—
1951 (November) Citroen Light 15, one owner, black, brown leather, sliding roof, 26,000 miles, laid up 12 months; £599.—407, High Rd., Finchley 091. [C2053]

1949 Citroen Light 15, perfect; £415.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 2100/8676. [C4016]

COOMBS & SONS (GUILDFORD), Ltd., offer:
1950 Citroen Light Fifteen saloon, colour black, with red leather upholstery, mileage 18,000; £495. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

CITROEN Light 15, 1949, an excellent car in perfect order, only two owners; £485.—Emsworth Road Garage, Lymington 932. [C2042]

£285—1947 Citroen Light Fifteen open sports, accepted part exchange.—C. Arnold, 8, Home-stead Way, Northampton. Tel. 31001. [5166]

CITROEN distributors for sales, service and spare demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7-9, Russell Place, God Green, N.W.11. 1901 R. [C2052]

£265!!!—Citroen Fifteen special long chassis saloon de luxe, this vehicle being a family saloon is very economical and seats 7 people, having special long chassis and extra seats, looks as modern as 1950 model. [C2052]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1951 new condition, late property of Rt. Hon. Lord (deceased): genuine opportunity to secure a bargain; £595.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [4832]

525—Citroen Light 15 late 1951 sports saloon, sliding head, leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). [C4015]

CITROEN Cars Wanted
CITROEN—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]
ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10. [W1000/R]
Elgar 5505 (5 lines).

REALLY good Citroen required.—Cobb, 30, Harley House, London, N.W.1. [W1086]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Citroens.—Wembley 8691/3903. [W4015]

Citroen Spares and Service

SOUTH of the Thames.
BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R]

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4663.—Citroen parts, reconditioned drive, trains, 48-hr. service. [19354]

CHIMPION'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.E.3. Kensington 9464. [19354]

SPARES and service.—7, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. 10727/R

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex, Buckhurst 0017. [0200/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2241); specialists on Citroen body repairs and mechanical overhauls; rivet joints reconditioned 48-hr.; all spares stocked. [0585/R]

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears set seat covers from £5/15; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0947]

FRENCH without tears. Have you seen the special accessories for Citroen? Spotlamp-hedge bars, wheel discs, long type wing protectors, front and rear aluminium rocker covers, etc.; send for illustrated catalogue.—Radwar Motors, Citroen Specialists, Copper St., Birmingham, 19. Aston Cross 2425. [13603]

DAIMLER

OVERSEAS CARS, Ltd., offer:—
DAIMLER E.S., 24hp saloon, black brown upholstery, a unique car in exceptional condition throughout, fitted various extras; £315; for other Overseas car particulars see page 47. [C5051]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C5051]

WARWICK WRIGHT, Ltd., offer:—
1952 Daimler Consort saloon, blue, radio and heater, 10,000 miles; £1,175. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Daimler 2761. [C4045]

DENHAM GARAGE (ESHER), Ltd.:—
AREA dealers for Daimler cars.

NEW Daimler Conquest and Century for immediate and early delivery.
(March) Daimler Conquest, as new; £1,350. [C5051]

1951 (May) Daimler Consort, excellent condition throughout; £575.
1947 Daimler 2½-litre saloon, radio, heater, screen washers; £535. [C5051]

1939 Daimler E.L.24 owner-driver sports saloon with division, recent works overhaul; £365.
DENHAM for Daimler, Portsmouth Rd., Esher. Tel. 3560. [5248]

STRATSTONE, Ltd., Daimler distributors.
DAIMLER Straight Eight touring limousine, Hooper (1952), blue, cloth, one owner; £2,950. [C5051]

DAIMLER 2½-litre special sports coupe (1951), grey, grey leather; £1,475. [C5051]

DAIMLER 2½-litre Conquest saloon (1954), beige leather, 4,000 miles; £1,350. [C5051]

DAIMLER 2½-litre Conquest saloon (1953), black, brown leather; £1,225. [C5051]

DAIMLER 2½-litre Consort saloon (1951), black, brown leather; £975. [C5051]

DAIMLER 2½-litre saloon (1950), black, brown leather; £900. [C5051]

DAIMLER 24hp saloon (1939), blue, leather; £395. [C5051]

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).
Daimler Consort saloon, one owner, W.C.1. (Terminix 7464). [C4022]

CHARLES POLLETT, Ltd., official Daimler agents, offer:—
1953 (July) Daimler Conquest sal., light metallic green, with beige leather, 5,000 miles, heater, guaranteed, perfect order; £1,285. [C4022]

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1952 Consort saloon, fitted radio; £965.—Mansfield Autos, Ltd., Euston 2567. [C5001]

1951 Daimler Consort saloon, one owner, exceptional condition; £825.—Western 9641.
£60 deposit.—Daimler 20hp 1937, excellent condition throughout; £145 cash; terms and extras. Tudor 8075. [C2052]

1952 (January) Daimler Consort saloon, blue and beige leather, radio heater, one owner, carefully maintained; £990. [C5025]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025]

DAIMLERS, two 1948 models 2½-litre, black and brown, grey and blue, one-owners, from £550.—Welham, Surbiton Hill Rd. Surbiton Elmbridge 1873. [C2022]

16hp Daimler Mulliner saloon, Dec. 1936; £125.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

CASS'S MOTOR MART—1935 Daimler 26hp 8-cylinder Mulliner sports saloon, under 40,000 miles, cost £1,450; £350; written guarantee.—S. Warren St., W.1. Euston 2110. [C1040]

£145!!!—1936 Daimler 15 special Mulliner sports saloon, an attractive modern-looking car with refined performance and usual Daimler quality features; excellent value for money. [C5064]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1055]

DAIMLER

1951 Daimler Consort saloon, one owner, as new; £1,295.—Grosvenor Motors (Manchester) Ltd., 185, Oxford Rd., Manchester 13. Tel. Ardwick 2950. [C3055]

1934 Daimler 15hp saloon, above average condition; £110; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite 1305 entrance G.P.O.). [C3055]

1952 (July) Daimler Consort saloon, small mileage, many extras, in brand new condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 2. Tel. Deansgate 3325-6. [C2025]

1951 Daimler Consort saloon, black with brown leather upholstery, moderate mileage, excellent condition throughout; £525.—Coventry & Jeff. Ltd., Bristol 20091. [15061]

1952 upholstery, absolutely immaculate; £1,065.—Barton Motors (Preston), Ltd., Corporation St., Preston. Tel. 5203-4-5. [15059]

1950 Daimler 2½-litre drop head coupe, Barker coach-built body, colour black, beautiful condition.—Rochdale Motor Garage, Ltd., Station Approach, Rochdale. Tel. 4191-2. [15329]

ARCHIE SIMONS & Co., Ltd., 1952 Daimler Consort saloon, black, brown hide, fitted built-in radio and heater, 15,000 miles, one meticulous owner since new; £1,065.—Gt. Portland St., W.1. Lan. 1943. [C4015]

1953 red, mileage 9,000, perfect condition throughout; £1,175.—George Newman & Co. (B'ham), Ltd., 59-60, Old Steine, Brighton 28102-4. [C4015]

£2,888!!! will buy a Daimler Hooper 27hp new just over 3½ years old with nominal mileage and literally looks and runs like brand new. [C4015]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

275 ins.—Daimler New-15, 1938 17hp Tickford four some drop head coupe, preselector, i.f.s., excellent condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). [C4018]

1952 2½-litre Daimler Consort saloon, maroon leather, one private owner since new, cushion covers, one private owner since new, mileage, taxed year, beautiful condition throughout; £595.—J. Alexander, 190, Deansgate, Manchester. Deansgate 4795-6. [C2041]

XXX Extremely attractive 1947 (July) Daimler 2½-litre saloon, luxuriously equipped and fitted with radio, heater, twin pass lamps, etc., finished black with brown leather, a car which must be seen for its attractiveness to be fully appreciated, written guarantee; £575; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2041]

A & S Limousine, 1939 E.L.24, partition, forward 35,000, exceptional throughout, immaculate; £595. [C2041]

26000 miles, 1938 E.L.24, special Hooper Coachwork built partitioned limousine, widest forward occasional, swept tail, black, original private owner, meticulously maintained; £645. Fulham & Saunders Ltd., Providence Court, North Audley Street Mayfair-2941. [C1006]

CHAIN OF EALING.
REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1045]

KIRKWOOD CARS buy most types of Daimler; 78, Streatham Hill S.W.2. Tulse Hill 1288. [W2057]

REQUIRED, really good Daimler.—Edwards, Amenbury Lads, Harpenden, Herts. Harpenden 118. [C2041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details please to: 292, Great Portland St., London, W.1. Tel. Langham 0012. [C2041]

Daimler Spares and Service
L'INGSTON-ON-THAMES Daimler agents and specialists.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden Rd., Epsom 2241-2. [184055/R]

DAIMLER 2½-litre Conquest saloon, 1954, Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. [C5051]

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Daimler cars; preselector gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0236/R]

DAIMLER and Lanchester repairs, spares, gear boxes, a speciality, reasonable prices.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R]

ALLEN'S Victoria Rise, Clapham, S.W.4, Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460]

DARRACQ
Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

DELAGE
1939 24hp D6.75 Delage, fitted absolutely out standing, 4-door 5-seater coachbuilt sunroof saloon with most graceful swept tail incorporating spacious luggage compartment, the car being of extremely elegant and modern line, finished brilliant immaculate black cellulose, chromium waist-mouldings, chromed bright fittings, finest brown leather upholstery, beautifully polished interior woodwork, accessories to tone, fitted built-in radio, twin demisters, screen-washers, twin wing-mirrors, sun-visors, concealed ashtrays, etc., equipped with electric gearbox, comprehensive instrument panel, excellent hydraulic brakes, independent front suspension, shock-jacking system, sprung steering wheel, one-shot lubrication system, Marchal lighting, double-dipping headlamps, comprehensive instrument panel, excellent tyres battery, fully serviced throughout, magnificent performance, the finest Delage we have ever handled, offered at fraction of its original price, written guarantee, Hire Purchase, part exchanges.—Georgy Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C5064]

METCALFE & MUNDY, Ltd.
1950 show model Delage fourseater drop head coupe by Guillou, Mediterranean blue, Cotai gear-box, radio, very striking car; £775.—260, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064]

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SELBORNE.—World concessionaires.
£995 11 1951 model D6 3-litre 4-door saloon.
82 Park St., W.1. May. 4753. [4495]

DELAGE Cars Wanted
REQUIRED. really good Delage.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

DELHAYE Chipstead Motors Ltd.—See our advertisement under "Sports Cars" [C1046]

DE SOTO
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars."

DIESEL
DIESEL car.—W.D. Humber fitted Perkins P6, and overdrive, mechanically perfect, suitable caravan towing, etc.—Blackpool 25301. [4939]

D.K.W.
THE new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.
A L. Smith & Co., Ltd. (Sole Concessionaires), Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011.
TWO beautiful drop head coupes, one cabriolet, one fixed head saloon D.K.W., cars available.—Below.
B&M D.K.W. cars and guaranteed spares.
DKW cars always available at reasonable prices; fully guaranteed new D.K.W. crankshafts and allied gear boxes, engines, shock absorbers, quotations free; fitted by really trained expert fitters; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42A, St. Michaels St., Farringdon, W.2. Farringdon 6877. [10016/R]
£145—1958 D.K.W. drop head coupe, very nice condition throughout; terms.—Autospine, 5, Balham High Rd., Balham 1509. [C1009]

D.K.W. Spares and Service
NEW big-ends and mains fitted to D.K.W. crankshafts.
F. SMITH & Co., Ltd. 83-85, St. John's Hill, Clapham Junction, Bat 0871. [0006/R]

LARGEST importers of genuine D.K.W. spares, write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool, Royal 5141 (3 lines).
MAIN importers of genuine spares for all pre-war D.K.W. cars; service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16.
REPAIRS, reasonable prices! Reconditioned, guaranteed gear boxes, engines, shock absorbers, quotations free; gears, parts; set seat covers from £5 15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [10059]

DODGE
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars." [C4015]

1954 Dodge Royal V6 saloon, "Power Flite" automatic change, Red Ram engine, mileage only 958, p.h. steering, finished in metallic green with cloth upholstery, first registered Feb. 24, 1954, radio, heater, taxed, £2,500.—Neill, Addiscombe 5464. [4955]

Dodge Spares and Service
specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [C0362/R]

REPAIRS, reasonable prices! Gears, set seat covers from £5; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0962]

Dyna-Panhard Spares and Service
REPAIRS, reasonable prices! Gears, set seat covers from £5; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0968]

FIAT
JACK KENDALL, Ltd., offer:—

1939 Fiat Bailla drop head cabriolet, in 100% mechanical condition, finished dual blue, good tyres and hood, a very sound body, a bargain at £189 10; dealer's 10% discount. [5221]

JACK KENDALL, Ltd., 202-204, High St., Harpenden, N.W.10. Elear 3275. [5221]

1955 Fiat 500 1959 convertible coupe, light blue, very good condition; terms; exchanges.—Rowland Smith, below:—

1955 Fiat 12 1959 4-door saloon, sliding head, leather, excellent condition; terms; exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars, and always carry a large selection in stock at to-day's lower market prices, all with 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd., 1950 (reg. '52) 500C obv de luxe convertible 1.8 drive coupe, stone with Tegan loose covers, heater, demister, extremely smart car with outstanding performance; 3 months' guarantee; £435 (choice of 3 500C).—Below.

MAYFAIR GARAGES, Ltd., 1942 (reg. 1952) 500 de luxe 2nd series hardtop coupe, auxiliary seats, 1.8 drive, black, Italian upholstery, roof grid, very smart car with excellent and economical road performance; 3 months' guarantee; £310.—Below.

MAYFAIR GARAGES, Ltd., 1939 model 1100 508C 4-door pillars de luxe sliding head saloon, light green with beige leather upholstery, engine rebored 500 miles, almost new tyres, smart car with outstanding road performance; 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd., 1938 model 500 de luxe convertible coupe, blue, Tegan loose covers, smart car, good condition throughout; £195 (choice of 2).—Below.

MAYFAIR GARAGES, Ltd., 1937 500 convertible coupe, red, new hood, smart car in excellent condition throughout; £175 (choice of 2).—Below.

MAYFAIR GARAGES, Ltd., Over 15 guaranteed Fiat cars always in stock, all carefully prepared for lasting service by skilled mechanics; send for descriptive list and copy of road test report.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., (opposite Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Saturdays 9-1.

C. V. RUSHMER, The Fiat Specialist, only first class examples offered; stock includes 1939 500 2- and 4-seaters, April 1949 1100 saloon 3 months' guarantee; terms and exchanges.—39, Holland Park, W.11. Park 5731. [C5061]

FIAT
1937 Fiat 500, green, red leather, well maintained; £165.—Wright, 7, Ryckneid Way, Littleover, Derby. [5109]
FIAT 500, bills available for extensive recent repairs, excellent appearance; £225; terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2920.

Fiat Cars Wanted
R OWLAND SMITH's, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 3104. [0895/R]

Fiat Spares and Service
FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. [0325/R]

MAYFAIR GARAGES, Ltd.—Fiat 500 reconditioned, exchange engines, air- and post-war, £35; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. [0632/R]

S & S MOTORS—Fiat 500C spare stockists; retail and trade replacement service units.—165A, Westbourne Grove, W.11. Bay. 1644. [0136/R]

F licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat.—Wembley. [0509/R]

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in excellent condition; 159, London Rd., Kingston 3621-2. [S1071]

REPAIRS, reasonable prices! set seat covers from £5 15; reconditioned guaranteed suspensions (pair 1100 1150, usually £20), shock absorbers, gear boxes; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0979]

FORD (8 h.p.)
RAYMOND WAY.

RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire purchase specialists.

1949 Ford 8 Anglia saloon, very carefully maintained by one fastidious owner, new engine fitted at 22,000 miles, in little exceptional condition for its age, extremely economical to run 29mpg.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A. Maada 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047]

CAR MART, Ltd.
1953 Ford Anglia saloon; £425.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

PERRY'S OF HARROW
HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [0099/R]

PHILIP RICKARDS, Ltd., offer:—
1949 Ford Anglia, black red, 21,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 7772-3. [C505]

ALAN TAYLOR (MOTORS), Ltd., offer:—

1947 Ford Anglia; £245.—High St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [5223]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Anglia, black, 4,000 miles; £455.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Aliperton, Middx (Perivale 5388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066]

1939 Ford 8 saloon, black, good condition; £185.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. [C5005]

1938 Ford 8 saloon de luxe; £389.—Montrose Motors, Epping New Rd., Buckhurst 1171. [5294]

1948 Ford Anglia saloon, very nice condition; £285.—Arnold 4604. [C5017]

1946 Ford Anglia saloon; £295.—Montrose Motors, Epping New Rd., Buckhurst 1171. [5294]

1934 Ford 8 saloon; £75.—Montrose Motors, Epping New Rd., Buckhurst 1171. [5294]

1947 Ford Anglia, nice condition; £295 o.n.o.—113, Crowshot Ave., Stanmore, Middx. [5117]

1953 Ford Anglia saloon, 7,000 miles only, as new; £435.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Kin. 8104. [C4033]

1952 Ford Anglia saloon, excellent throughout; £395.—Elborne Bros., Lady Margaret Rd., Southall, Middx. Waxlow 1891/4008. [5268]

245 cns.—Ford Anglia 1947 saloon, black, loose covers, Notek passlight, very good condition; terms; exchanges.—Rowland Smith, below:—

175 cns.—Ford 1939 saloon, beige, good tyres, very good condition; terms; exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£350—1951 Ford Anglia, export model, real leather, green, runs extremely well, 120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1948 (late) Ford Anglia, one owner, excellent condition throughout; £275; black, purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

MAYFAIR COUNTY CARS offer:—1951 (July) Anglia in very superb condition, one owner, reconditioned, runs extremely well; £375; exchanges; terms.—7, George Yard, Grosvenor Sq., W.1. Tel. Mayfair 0131. [C5008]

PRIDE & CLARKE, Ltd.—1953 Ford Anglia saloon, green, brown leather, 5,000 miles, one owner, £429; 1951 black Anglia, 3,649, 1948, black/red, £289; 3 months guarantee terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

R OWLAND SMITH's, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD POPULAR
BRADSTOCK MOTORS, Ltd.

£430—1954 Ford Popular, fitted indicators, etc., as new.—Chase Rd., Epsom. Tel. 5696. [C1090]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Popular, blue, 300 miles; £435.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Aliperton, Middx (Perivale 5388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066]

1954 Ford Popular, 969 miles only, taxed December; £445.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1954 Ford Popular, 800 miles only, fitted extras, taxed year; £445.—Hendon 3359 and 8460.

1954 Ford Popular, black, week old, extras, taxed year; £450.—Knight, Railway Approach, Beckenham, Tel. 1854. [5160]

1954 (March) Ford Popular saloon, black, mileage 3,100, twin wipers, blinkers, etc.; also blue saloon, mileage 1,700, indicators, taxed year, R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C5011]

FORD (10 h.p.)
CAR MART, Ltd.

1953 Ford Prefect saloon; £525.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). [0100/R]

1947 Ford Prefect saloon, 4-door; £315.—Montrose Motors, Epping New Rd., Buckhurst 1171. [5294]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Prefect, black, 13,000 miles; £555.

1952 Ford Prefect, black, 15,000 miles; £485.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Aliperton, Middx (Perivale 5388); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066]

W. J. BROWN, Ltd., established over 30 years.

1953 Ford Prefect saloon, black with red leather, one owner, 9,000 miles, choice of 2; £555.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

£315—1947 Ford Prefect saloon de luxe, excellent mechanically, spotless bodywork.—Below.

£195—1938 Ford 10 saloon, choice 2, both excellent.

LAMBE OF WOOD GREEN, Finchley Showrooms, 42, High Rd., Finchley, N.12. Finchley 3221 (East Finchley Underground). [C2052]

1948 (June) Ford Prefect, black, carefully maintained; £535.

GEE CARIS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3565. [3780]

1938 Ford 10 saloon; £215.—Montrose Motors, Epping New Rd., Buckhurst 1171. [5294]

1950 Ford Prefect Anglia 10hp, black, perfect condition, one owner; £250.—Box 6479. [5304]

1951 Ford Prefect, black with fawn interior, whole car in spotless condition; £425.—Putney 2770.

1950 Ford Prefect, black splendid condition, 3,905 cns.—Kirkdale Cars, Coburn Corner Sydenham, S.E.26. Sydenham 6129.

1948 Ford Prefect, leather upholstery; £350.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1947 Ford Prefect saloon, excellent condition; £325.—Elborne Bros., Lady Margaret Rd., Southall, Middx. Waxlow 1891/4008. [5268]

1953 Ford Prefect saloon, fawn, leather upholstery, taxed, 5,000 miles only; £555.—Hale Motors, Ltd., Tot. 7771-4. [C2076]

FORD Prefect 1950, black, heater, leather upholstery, always in stock under cover for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071]

1953 (November) Prefect, leather, 8,000 miles, as new, guaranteed; £510.—Kirkdale Cars, Coburn Corner, Sydenham, S.E.26. Sydenham 6129.

£375—1949 Prefect 4-door, choice of 2.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bait. 1107-8-9. [C2024]

1951 marked condition throughout, black, fawn leather, taxed; £450; part exchange welcomed.—Coles Garages, Ltd., 42, Worpole Rd., Wimbledon 0185.

295 cns.—Ford Prefect 1947 saloon, black, red leather, heater, good condition; terms; exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloon, black red (12,000), grey brown (7,000), black, brown (16,000), choice 3; £519; 1952, black/red, heater, choice 2 from £469; 1947, black/red, £299; 3 months' guarantee; terms; exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

1938 Ford 10hp saloon, new engine in January, leather upholstery; £185 or £65 deposit, balance over 18 months; exchanges; insurance; 50 cam always in stock under cover for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071]

Ford Ten Cars Wanted
GOOD Prefect wanted; immediate cash.—Lib 1604 or Hiv 8978. [W3048]

GARDNER & Co. (HENDON) will buy your Ford Prefect at Hendon £359 and above for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071]

ROWLAND SMITH's, the Car Buyers—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

GLANFIELD LAWRENCE offer:—

1953 (March) Ford Consul saloon, black, red leather, one owner, 12,000 miles, as new throughout; £675.—407, High Rd., N.12. Finchley 0091. (C2053)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1951 Ford Consul, radio, heater, loose covers, etc., genuine 19,000 miles; £615.
MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (15 lines). (C1008)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Consul, blue, heater, 5,000 miles; £725.

1953 Ford Consul, grey, heater, 9,000 miles; £715.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alington, Middx (Perivale 3388); 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). (C1066)

1954 (July) Ford Consul convertible coupe, black, red leather, 200 miles only, heater; £925.

RIPCO Ltd. (Consul Purchased), 16, Albemarle St., Mayfair, London, W.1, Hyde Park 2952-3-4. (C3052)

1952 Consul, small mileage, heater, radio, leather, many extras, perfect; £650, o.n.o.—Emberbrook 3412. (C1066)

1951 Consul, 18,000 miles, black, red interior, one owner, practically as new; £595; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1954 (April) Ford Consul saloon, finished attractive Canterbury green, negligible mileage, taxed December, as brand new; £725 with written guarantee.

MOTORISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2, Tudor 2301-2. (C3015)

1953 (July) Ford Consul, 5,000 miles only, one private owner, finished black, red leather, heater, twin mirrors, taxed, as new; £695 with written guarantee.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2, Tudor 2301. (C3026)

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, grey/red leather, 7,000 miles, heater, £689; 1952, fawn/beige, blue/red leather, heater, one owner, chrome 2 from £599; 5 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Stock Consul Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hamstead (Tube), N.W.3. Ham. 6041. low mileage Consul.—Western 9821. (W4018 R)

1953

FORD Consul Buyers.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2, Tudor 2301-2. (W3018)

TOP price paid for Consul or similar type car; trade or privately.—54, Streatham Hill, S.W.13. (W3016)

FORD CUSTOM

ACRES offer:—

1950 Ford Custom 2-door saloon, L.H.D., ivory and stainless steel, many extras, including loose covers and heater, beautifully kept and maintained by an extremely careful owner and in really immaculate condition; £795; part exchanges welcomed.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. (C1002a)

FORD ZEPHYR

W

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Zephyr saloon, leather, heater, and radio; £695.

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. (C3042)

NEWHAMS, Ltd.

1954 Ford Zephyr saloon, 5,000 miles, leather, heater, radio; £825.

NEWHAM Motors, Ltd., 244-4, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 (Sept.) Zephyr, grey, red leather, heater, radio, 8,000 miles; £745.

9 Albemarle St., London, W.1, Tel. Grosvenor 5551. (C1018)

1953 Ford Zephyr, 10,000 miles, as new; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 2100-8576. (C4016)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (August) Zephyr, black red, highly recommended; £609.

USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4001)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr, blue, heater, 5,000 miles; £750.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alington, Middx (Perivale 3388); 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). (C1066)

1953 Zephyr saloon, hide, 5,000 miles, spare unused, as new; £735.—Western 9641. (C1069)

1951 Ford Zephyr, extras; £615.—Montrose Motors, Epping New Rd., Buckhurst 1171. (S295)

CHARLES FOLLETT, Ltd., official Ford agents, offer:—

1953 Ford Zephyr saloon, grey leather, heater, radio, screenwash, speeds reading 9,000, one owner, perfect order; £765.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Cunningham 5935. (C2010)

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £725.—Campbell Symonds, Wembley 6262.

1953 Ford Zephyr, radio, heater, leather, other extras; £695.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7511. (C4011)

FORD ZEPHYR

£699!—1953 Ford Zephyr de luxe saloon, speedometer reads 7,000, whole vehicle though looks and runs like brand new; three months' guarantee, hire purchase, exchange; Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (C2052)

1953 Ford Zephyr saloon, black, heater, radio, leather, 22,000 miles, exceptional; £600.

P. B. BETTINGTON & Co., Ltd., Boston Road Garage, Holbeach, Lincs, Tel. 2298-7. (S124)

1953 Zephyr de luxe saloon, black with red leather upholstery, driven under 5,000 miles by experienced owner and is indistinguishable from new, taxed; £725.—Booth, Gypsy Hill 5650. (S149)

1954 Ford Zephyr de luxe, under 2,000 miles, all extras; £795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. (C4036)

1954 (February) Ford Zephyr convertible coupe, power-operated, grey with red hood and leather upholstery, H.M.V. radio, heater, one owner; £1,025; also.

1954 Zephyr saloons, choice of grey, black, opal, 1,000 to 8,000 miles, all fitted leather and heater; from £775.

RIPCO, Ltd. (Zephyrs Purchased), 16, Albemarle St., Mayfair, London, W.1, Hyde Park 2952-3-4. (C3052)

ARCHIE SIMONS & Co., Ltd.—1952 (Oct.) Ford Zephyr saloon, green leather upholstery, fitted very attractive loose covers, built-in radio and heater, very nominal mileage, one owner only, immaculate throughout; £665.—94, Gt. Portland Rd., W.1. Lan. 1349.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) with a selection of Ford Zephyrs with a written guarantee plus two free after-sales service vouchers. Battersea 2252. (C3022)

1952 (Sept.) Ford Zephyr saloon, 14,000 miles only, finished Winchester blue, leather upholstery, loose covers, built-in radio, heater, screen wash, 8-day clock, overriders, twin mirrors, foglamp, reverse light, taxed December; £675 with written guarantee.

MOTORISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2, Tudor 2301-2. (C3018)

Ford Zephyr Cars Wanted

1953 low mileage Zephyr.—Western 9821. (W4018 R)

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey, Tel. Hill 2768. (W2037)

FORD Zephyr Buyers.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2, Tudor 2301-2. (W3018)

TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.13. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018 R)

FORD ZODIAC

HAROLD SIMONS, Ltd., offer:—

1954 Zodiac, 4,000 miles, usual full equipment; £910; 3 months' written guarantee; service after-sale; exchanges, deferred.—Harold Simons, Ltd., 292-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes trolley East Finchley Tube), Finchley 0052-55. (C4065)

1954 Ford Zodiac, fitted all extras, blue and grey colour combination, low mileage; £875.—Cyril Sheppard of Reading, Sonning 2545. (S300)

1954 low mileage Zodiac.—Western 9821. (W4018 R)

FORD (V.8)

RAYMOND WAY, SEVEN KINGS Branch.

1951 Pilot, original blue paint, spotless, new engine and Goodyear tyres, just fitted £70 worth of extras, including Ace Rimbellishers, Austin screen, link, mats, Marshall headlights, twin Lucas spots, etc., finest condition Pilot on road; 429gms, or 151cns deposit.

1937 model 78A V8 Club coupe, original blue paint in beautiful condition, one owner 15 years, many extras, including radio, Ace Rimbellishers, spotlights, etc.; 189gms, or 67cns deposit.—Raymond Way Motors, 735, High Road, Seven Kings, Essex. (S195)

MAYFAIR COUNTRY CARS offer:—

1950 Pilot, excellent condition, black fawn leather; £365.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. (C4049)

1949 Ford Pilot, radio, heater, as new; £625.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3044)

1949 Ford Pilot, radio, heater; £355; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

1949 Ford Pilot, heater, new engine, low mileage, fine condition; £400.—93, Springfield Drive, Ilford, evenings. (S276)

1951 Ford Pilot saloon, leather, radio, heater; £425.—Montrose Motors, Epping New Rd., Buckhurst 1171. (S295)

A. Z. MOTORS offer immaculate 1950 Pilot, fitted radio and heater, well above average; snip £395!—100, Palmerston Rd., N.8. W.1. Tel. 4723. (C4011)

165gms.—Ford V.8 1956 50hp convertible coupe; black grey leatherette, carefully used; terms; exchanges.—Rowland Smith, below.

79gms.—Ford V.8 1957 220hp saloon, blue, blue leather; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

FORD Pilot, 1949 model, colour black, excellent condition; new tyres, heater and radio; £375.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 2. (C4051)

£125.—1937 Ford V.8 4-door saloon, clean, body original condition, smoky engine, 250 down, —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1948 Ford Pilot saloon, black with beige upholstery; 255gms; terms and exchanges.—Apply W. H. Meahine, 99, Richardson St., High Wycombe, Bucks, Tel. High Wycombe 2476. (S013)

1951 Pilot saloon, fitted radio, heater, exceptional condition; £395; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Pal. 7904. (C3034)

Ford V.8 Cars Wanted

REQUIRED, really good Ford Pilot.—Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018 R)

UTILITY—FORD OR OTHER BODIES

1952 Ford Martin Walter Utilecon, one owner, 7-seater, heater, almost as new; £450.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mead. 6109.

AMERICAN FORD

1947 Canadian Ford V.8 de luxe, l.h.d., good condition, available July 22nd; £360.—High Wycombe 2000, Extension 291. (S139)

RHD.—1951 Ford Customs, radio and heater, black—Joe Thompson (Motors), Ltd., 91, 95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506 9. (W0749 R)

Ford Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018 R)

M. A. N. EGERTON, main Ford dealers, Ipswich, are prepared to pay high prices for small mileage Fords.—Tel. Ipswich 55401. (S4597)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Fords.—Wembley 8691/3903. (W4015)

XXX H. F. Edwards offer immediate cash for all good cars. Details please to: 2091 Great Portland St., London, W.1, Tel. Langham 0012.

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. (C0234)

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines). (S014 R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers, service and all spares. (C0093 R)

WE have one of the biggest stocks of Ford spares in the country from mode A, V.8, W.D., tractor and to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (5 lines). Also 66, High St., East Ham, E.6. Grangeview 1156. (S3065 R)

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018 R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Frazer Nashs.—Wembley 8691/3903. (W4015)

FRAZER NASH-B.M.W.

MAIDSTONE ENGINEERING Co.

1947-8 Frazer Nash-B.M.W. type 328 2-seater roadster, reconditioned maroon with new black hood and tonneau cover, this is a genuine 29,000 miles from new car in really excellent condition throughout, capable of well over 100mph, one of the few genuine Hirth gear box and heavy weight rear axle models; £575.

CRONIN St., Penkilton, Salford 6, Manchester. Pen. 3457. (C3030)

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars". (C3041 R)

1939 328 sports, reconditioned at cost of £200 two months ago, Hirth gear box, competition back axle, outstanding specimen, one of six chassis imported to England; £495.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13, Tel. Ardwick 2950.

165 Continental sports saloon, l.h.d., good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

BARTLETT.—Fraser Nash-B.M.W. 1939-40 327/80, 6-cylinder ohv 5-carburettor engine, most attractive 2-door semi-rimmed saloon, finished in grey with blue leather upholstery, motor test 96mph, 21 to 23mpg, radio, heater, etc.; £575.—27a, Penbridge Villas, W.11. Bayswater 0525. (C1013)

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018 R)

Frazer Nash-B.M.W. Spares and Service

REPAIRS, reasonable prices! Parts, seat covers from £5/15; reconditioned gear boxes, engines, shock absorbers, quotation free; cars bought, sold, Tarrant & Frazer, 10, Winchester Mews, N.W.7. Primrose 2647. (S0950)

HEALEY

GUY SALMON AUTOMOBILES offer:—

1952 (May) Healey Tickford saloon, 19,000 miles, ivory/red upholstery, H.M.V. radio, immaculate condition, £1,154.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

BROOKLANDS: Sole concessionaires, Healey, new 4-seater saloon by Tickford and coupe by Abbott, immediate delivery.

1952 Healey Tickford saloons.

1951 Healey Tickford saloons.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8551-5. (C1029)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1953 (N.Y.) Austin-Healey, 3,000 miles, blue; £1,025.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576.
BARTLETT—Healey Duncan saloon, 200 miles since new, cost approximately £2,500; unrepeatable bargain £695.—27a, Pembroke Villas, W.11, Bay, 0535.
1951 Healey Tickford saloon, radio, heater, many extras, exceptional condition; £845.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 4224. (C3005)
HEALEY Special Formula II car, ex Curley Dryden, originally built for 1950 Le Mans, 2½-litre unblown Riley engine, modified by a special crank with shorter stroke to bring it in the 2-litre class; very high revs; close ratio gear box, special clutch, Girling 2L.S. hydraulic brakes with duplicated master cylinders; a terrific performer, recently completely overhauled at a cost of £150 and is still to be run in; price £750; part exchange considered.—Waters Garage, Riches St., Wolverhampton. Tel. 28215. (A491)

Healey Cars Wanted
ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Healey.—Hamstead (Tube), N.W.3. Ham. 6041. (W4015/R)
PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)
SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Healeys.—Wembley 891, 9303. (W4015)

HILLMAN 10
RAYMOND WAY,
RAYMOND WAY of Kilburn.
RAYMOND WAY, the hire-purchase specialists.

1949 Hillman Minx Phase 2 saloon, recently completely overhauled by specialists and in first-class condition throughout heater fitted, Ace rim-welchers, etc.; £459s.
H FIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)
SLOCUMES, Ltd.

CHOICE of three drophead coupe Minxs.

1937 in 1946 condition, blue; £215.

1939 very pleasant order; £215.

1939 dark blue, fine car; £225; part exchanges

motors and motor cycles with pleasure; easy

crums arranged immediately.—Slocumes, Ltd., 26-52

Juddan Hill Lane, Willesden, N.W.10, adjacent Dollis

Hill Underground Station, Willesden 4869. (C4017)

BENTALLS, Ltd.

1952 Hillman Minx convertible, heater; £575.—

Kingston-on-Thames, Kingston 1001. (C1093)

NORMAN AUTOS offer:—

1947 Hillman Minx saloon; £345, £115 deposit.

bailed, 18 months.—Norman Autos, Ltd., 25-52

Norman Autos, 352, London Rd., West Croydon,

Surrey Tel. Thornton Heath 4657. (C4017)

METROPOLITAN MOTORS

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Hillman Minx saloon; £445.

1951 Hillman Minx, one owner, loose covers, beau-

tiful condition; £515.—Metropolitan Motors,

Horn Lane, Acton, W.5. Acton 5064. (W4015)

ELM AUTOSALES offer:—

1952 Hillman Minx Phase V saloon, apple green,

18,000 miles only, one owner, loose covers,

vine mirrors, a truly magnificent example; £595.

1952 model Hillman Minx Phase V saloon, 21,000

miles only, one owner, exactly equal con-

dition to above, but finished in black, fitted heater,

overriders, electric clock, chauffeur maintained and

driven since new; £595.

1950 Hillman Minx Phase IV saloon, black, red

leather interior, 30,000 miles, in really excel-

lent condition throughout, taxed for the quarter; £495.

1938 model Hillman Minx saloon, in black with

red leather, in excellent all round condition;

£225.—Elm Autosales, 68, Hartfield Rd., Wimbledon,

W.19, Cherrywood 1615. (C2067)

BRADSTOCK MOTORS, Ltd.

£495—1951 Hillman Minx saloon, blue, blue

leather, heater, one owner, excellent con-

dition.—Chase Rd., Epsom, Tel. 5696. (C1090)

H. W. MOTORS, Ltd., offer:—

1953 Hillman Minx Anniversary, fitted H.M.V.

radio, Tygan seat covers and heater; low

mileage; £645.—H. W. Motors, Ltd., Walton-on-Thames

2404-5-6. (C2042)

H. BEART & Co., Ltd., offer:—

PHASE V Hillman Minx drop head, first registered

November 51, one owner since new and in nice

condition throughout; £545.—Below.

1947 Hillman Minx drop head coupe, black/brown

upholstery, in nice condition throughout;

£595.—102, London Rd., Kingston-on-Thames. King-

ston 3548. (C1081)

1938 Hillman 10 saloon; £195.

1952 Hillman 10 saloon, extras; £585.

1935 Hillman 10 saloon; £65.—Montrose Motors,

Epping New Rd., Buckhurst 1171. (S288)

PHILIP RICKARDS, Ltd., offer:—

1954 Hillman Minx saloon, black/red, taxed year,

400 miles; part exchanges, deferred terms.

4 Brick St., Park Lane, London, W.1. Gros. 4772-3.

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 (Oct.) Hillman Minx one-owner saloon, sun

roof, well maintained; £520.

AUSTIN Humber, 140-144, Golders Green Rd., Golders

Green, N.W.11, Spredwell 0911 (10 lines). (C4004)

1954 Hillman Minx estate car (July), low mileage;

£766.—Fremantle 8401. (C4056)

HILLMAN 10

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Californian Mark VI hardtop, cream

and black, 13,000 miles; £725.

1953 Hillman Minx Mark VI saloon, claret, 11,000

miles; £665; another in quartz blue, similar

mileage.

1952 Hillman Minx Mark V saloon in black, 14,000

miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St.,

W.1. Mayfair 9761. (C4045)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Hillman Minx drop head coupe, taxed year,

in very nice condition throughout; £545.

1950 Minx saloon, one owner, low mileage, £100

extras; £1100.

1950 Hillman Minx saloon, one owner, taxed year;

£495.

1939 Hillman Minx saloon, taxed year, very good

condition; £2250 chosen by most others.

Watford Way, Hendon Central, N.W.4. Tel. Hendon

8054-5. (C2054)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1952 model Hillman Minx saloon, heater; £565.

1948 Hillman Minx saloon; £375.

MARLBOROUGH WORKS, Kenton, Tel. Wordsworth

7805 (5 lines). (C1008)

1952 (September) Minx, perfect throughout; £560.

SCOTT CARS, 347, Finchley Rd., London, N.W.3.

Hamstead 8676. (C4016)

PHENIX MOTOR CO. (SURREY), Ltd., for all Routes

Group products, specialists in purchase and sale of

GUARANTEED used Hillmans.

A SELECTION from our stock:—

1952 (Sept.) Hillman Minx Mark V saloon, black

with red upholstery, one owner, 23,000 miles; only

a most attractive example of this scarce model;

£585.

HIRE purchase facilities and your car wanted in part

exchange for any new or used vehicle.

PHENIX MOTOR COMPANY (SURREY), Ltd.,

Phoenix House, High St., Sutton, Surrey. Vicarant

121. (C3044)

1953 Minx saloon, low mileage, taxed; £625.—

S. F. Erskine & Sons, Ltd. Tel. Woking

330. (C2051)

A. Z. MOTORS offer 1946 (reg. 1951) Hillman 10,

a sound condition, snip; £295!!!—100, Palmerston

Rd. N.W.4. Mai. 4725. (C1011)

1946 Minx convertible, immaculate, new hood;

£585.—Jack Packer (Autos), 395, Hendon

Way, N.W.4. Hendon 1425-4. (C3065)

1952 Hillman convertible, spotless; £580.—Smith

& Hunt., 376, Kensington High St., W.14.

Western 2312. (C4017)

£125—1937 Hillman 10hp 4-door saloon, runs well;

Marpan 10hp 4-door saloon, runs well; 180-

184, West End Lane, N.W.6. Hampstead 6490. (C1024)

G & M ALFRED'S (1951), Ltd.—1946 Hillman

Minx, 1951 Hillman Minx saloon, above

average order; 6-7, Warren St., W.1. Euston 3268.

1954 Hillman Minx Mark VI saloon de luxe, low

mileage; £665; 3 months' written guarantee.

—Brown's Garage, Loughton (Essex) 6262. (Tube)

£565—Minx coupe 1952, one owner, low mileage,

taxed year, exceptional condition.—R. S.

Mead (Sales) Ltd., 42, Q-ven St., Maidenhead. Tel.

Maidenhead 3431-2. (C3011)

1950 Phase IV Hillman Minx saloon, black, 26,000

miles, one owner, immaculate, any inspec-

tion welcomed; £495.—Quinn Motors, 170, Upper Rich-

mond Rd., East Sheen, S.W.14, Prospect 7440. (S264)

1948 Hillman Minx Ph II saloon, grey, in really

remarkable condition; terms and exchanges;

£395.—Kleiths Motor Co., Ltd., Green Lane, Palmers

Green, N.13. Bover Park 5100. (S295)

Hillman Cars Wanted

R

ROWLAND SMITH'S the Car Buyers.—Highest cash

prices for Hillman.—Hamstead (Tube) W4018/R

Ham. 6041. (W4018/R)

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 5333)

CANTERBURY—(Canterbury 3252)

WROTHAM HEATH—(Borough Green 4)

ROCHESTER—(Chatham 2231)

R

ROOTES, Ltd., Devonshire House, Piccadilly W.1.

Tel. Grosvenor 3401. (C1018/R)

EMA

PRIVATELY owned Minx—5, Brae Court, Kingston

Hill, Surrey. Tel. Hill 2762. (W2057)

GOOD Minx wanted; immediate cash.—Lib. 104 or

Fig. 8978. (W3048)

T

TOP price paid for Hillman or similar type car; trade

or privately.—54, Streatham Hill, S.W.2. Tel. Hill

2676. (W3016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The

American Car Specialists, urgently require all

Hillmans.—Wembley 891, 9303. (W4015)

PRIDE & CLARKE, Ltd., the car buyers.—Hillmans

purchased for immediate cash, buyer will call.

—Tel. Brixton 1791. 158, Stockwell Rd., London.

S.W.5. (W3068/R)

BIRMINGHAM and Midlands.—Low mileage Hillman

modern cars required by George Heath Ltd., 180,

184, Newhall St., Birmingham, and Lower Temple St.,

Birmingham.2.

NOTTINGHAMSHIRE distributors Humber, Hillman,

always prepared to purchase first-class condition

recent models Hillman saloons and coupes.—R. Criggs

& Co., Ltd., Parliament St., Nottingham. Tel. 46391

(0552/R)

Hillman Cars Wanted
BUYERS—Motourists (London), Ltd., Gt. North Rd. & Finchley Station, N.2. Tudor 2301-2. (W3018)

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665.

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped

works servicing, reboring and complete overhauls;

spare parts stocked.—79-81, New King's Rd., Fulham,

S.W.6. Remov. 1183. (0676/R)

REPAIRS, reasonable prices! Reconditioned guaran-

teed gear boxes, engines, shock absorbers; quota-

tions free, gears, set seat covers from £5/15; trade

discount; cars bought, sold.—Tarrant & Fraser, 10,

Winchester Mews N.W.3, Primrose 2647. (0935)

HOTCHKISS

1938 Hotchkiss 3½-ltr. sports saloon, royal blue,

beige interior, outstanding performance, ex-

ceptionally well preserved; £375.—H. A. Saunders, Ltd.,

326-330, Euston Rd., N.W.1, Euston 4511. (C4090)

BARTLETT—Hotchkiss, 1949, 100mph Paris-Nice full

4-seater sal

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER
WARWICK WRIGHT, Ltd., offer:—

1953 Humber Imperial Mark IV, ohv engine, 7-passenger saloon, black, radio and heater, 6,000 miles; £1,750. (C1008)

1951 Humber Pullman Mark III 7-passenger limousine, black, radio and heater, 22,000 miles; £1,295. (C1008)

1951 (October) Humber Imperial Mark III 7-passenger limousine, bottle green, 15,000 miles; £1,195. (C1008)

1953 Humber Super Snipe Mark IV saloon, black, heater, 15,000 miles; £1,125. (C1008)

1950 (December) Humber Super Snipe Mark III saloon, black, 13,000 miles; £675. (C1008)

1952 Humber Hawk Mark IV saloon, black, heater, 13,000 miles; £795. (C1008)

1949 Humber Pullman Mark II limousine, black, radio and heater, 17,000; £995. (C1008)

1952 Humber Super Snipe Mark III saloon, black, radio and heater, 12,000 miles; £825. (C1008)

1954 Humber Hawk Mark V saloon, grey, heater, 2,000 miles; £925. (C1008)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

PETER BANTOCK CAR SALES offer:—

1952 Humber Hawk, black/red, one owner, small mileage; £625—104, High Rd., Chiswick 2725 5870. (C1014)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 (July) Humber Hawk, genuine 5,000 miles, gunmetal grey, condition almost as new; £795. (C1008)

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). (C1008)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £1,450. (C1009)

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1954 (March) Humber Hawk saloon, quartz blue, seat covers, trim rings, 1,300 miles, guaranteed; £950. (C1009)

1953 (July) Humber Hawk saloon, black, heater, trim rings, 3,900 miles, guaranteed; £895. (C1009)

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., 1, Puckard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (C1009)

HUMBER Hawk saloon (1954), 3,000 miles, green, beige; £875. (C1009)

HUMBER Snipe saloon (1951), black, brown; £550. (C1009)

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404), Service: 7, Herbrand St., Russell Sq., W.C.1. (Temple 7464-1.) (C1009)

1952 Humber Super Snipe saloon, one owner, low mileage; £795. (C1009)

1953 Humber Hawk saloon, 4,000 miles only; £895. (C1009)

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. (C1023)

1954 Humber Hawk saloon, radio, heater, covers, etc. 3,500 miles only. (C1023)

GREEN & ZONIS, Ltd., 246-252, Deansgate, Manchester 3, Tel. Deansgate 3325-6. (C1026)

CAMDEN MOTORS, the limousine specialists, offer the following Humbers:—

1953 Humber Pullman, March delivery, one private owner, special electric division fitted at enormous extra cost, other extras include 90gms H.M.V. radio with remote armrest control, twin heaters, etc., while condition can be summed up in the one word "immaculate"; £1,650. (C1026)

1952 Humber Pullman, late 1951 delivery and fitted special leather upholstery throughout, another privately owned car in very good condition; £1,295. (C1026)

1952 Humber Pullman, 1952 late registration car with H.M.V. radio, twin heaters and additional heater in front compartment, one owner, immaculate order; £1,195. (C1026)

1952 Humber Imperial 7-seater, unmarked coachwork in black with interior upholstery in rich leather throughout, literally as new, late personal town car of wealthy London business magnate; £1,145. (C1026)

1951 Humber Pullman, Mark III series as above, chauffeur driven and maintained throughout by main distributors, nominal mileage; £1,195. (C1026)

1950 Humber Pullman, August delivery, one private and fastidious owner, equipped with over £150 worth of extras, H.M.V. radio at rear with additional front speaker, heater front and rear, special set of tailored seat covers to all upholstery, screen washers, a really beautiful specimen; £995. (C1026)

1950 Humber Pullman, used solely as a follow on coach by North Country funeral concern, a little higher mileage than above but in very good order throughout; £895. (C1026)

1948 Humber Pullman, recently fully overhauled and fitted new Avon tyres, excellent appearance and in undoubted fine mechanical order; £595. (C1026)

1945 Humber Pullman, semi razor-edge bodywork, reconditioned engine and interior reupholstered in leather, very smart serviceable car; £475. (C1026)

CAMDEN MOTORS, the limousine specialists, offer the following Humbers:—

1953 (May) Humber Hawk, genuine 6,000 miles, one owner, covers, Ace Rimulishers, screen washers, etc.; £1,125. (C1009)

1951 Humber Hawk Mark IV, in very nice condition, £680—Gordon Wooderson, 48a, Dredstead Rd., S.W.16, Streatham 8638. (C1009)

HUMBER Mark II, one owner since new, carefully maintained, heater, etc. taxed; £600—Fuggle, Bushby Heath, Herts. Tel. 1685. (C1017)

1947 Humber Super Snipe saloon, heater, excellent throughout; £325; 3 months' guarantee, terms and exchanges. (C1017)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C1034)

1950 Humber Super Snipe Tickford coupe, green, excellent, radio, heater—Tickford, Ltd. Temple Bar 3338. (C1029)

1953 (June) Humber Hawk saloon, one owner, black/red, 11,000 miles, unmarked; £890—Tickford, Ltd. Temple Bar 3338. (C1029)

HUMBER

1951 Humber Hawk, showroom condition; £595—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

£550—Humber Super Snipe 1951, grey, one owner, heater, taxed year—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C1011)

JACK ROSE, Ltd., offer: 1954 (May) Humber Hawk with radio and heater, in grey, genuine bargain; £895—Stafford Rd., Wallington, Surrey. Wallington 6077. (C1056)

HUMBER Hawk 1950 saloon, black, brown leather sun roof, heater, a full 6-seater, comfortable and economical; £575—Hillwood Motors, Mill Hill (London) 5252. Oper. Mon-Sat, 9 a.m.—5 p.m. (1494)

£495—1949 (Oct.) Humber Hawk, 14hp saloon, one owner, splendid family car; terms; exchanges—Traynor Motors, 135, High St., East Ham, Grangeview 2530. (C1052)

8000 miles only—1951 Humber Imperial 7-seater saloon; £1,125—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Ad. Leicester Square Tube Station.) Temple Bar 3558. (C1052)

1952 Humber Hawk Mark IV de luxe saloon, magnificent condition throughout; written guarantee; £636—Shawwood Motors, Ltd., 32, Uxbridge Rd., W.5, Ealing 1475. (5219)

£145—1939 Humber 27 close coupled razor edged saloon, black, taxed December, a bargain at £50 down; also a 16hp saloon available—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1052)

645 gns.—Humber Hawk, 1952 saloon, leather, small mileage, excellent condition; exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1018)

1954 Humber Hawk, beech green with beige leather, one owner, 3,000 miles only, taxed till December, as new in every respect; £925—Abington Motors, Ltd., Wellington Rd., Northampton, Tel. 31086. (5070)

1950 (late) Humber Super Snipe Mark III, bronze, trimmed tawn leather, definitely one of our best examples, 21,000 miles; demonstration anywhere; terms; £595—Hamtune Motors, Ltd., 39, Sheep St., Northampton 3616. (5246)

1953 (late) Humber Hawk, black/red leather, many extras, 2,000 miles genuine, immaculate, part exchanges, deferred terms; open day and night—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim 5010. (C1040)

1953 (July) Humber Hawk saloon, gun, red leather, licensed Dec. 31st, 1954, mileage 4,000 approx., available middle of July 1954, one private owner, 6 months' guarantee; £495, part exchanges and gradual confidential payments scheme available. (C1040)

MCKINNON MOTORS, Ltd., Main Humber Agents for over 30 years, "Lanch House," 5, Station Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. (C1020)

A & S Limousines—Offer extensive selection low mileage, privately chauffeured, 7-seaters, guarantee certificate, detailed lists despatched. (C1020)

£275 partitioned 1935 Pullman black Limousine, 7-forward certified mechanically, ready service. (C1020)

LIMOUSINE 1948 Pullman, partition, forward occasional, certified mechanically, black; £650. (C1020)

LIMOUSINE, exceptional selection partitioned Pullmans, 1949-50, forward occasional, black, lavishly equipped, ready service, guarantee certificate; £825. (C1020)

LIMOUSINE, 1951, partition, forward occasional, leather throughout, also cloth interior, heater, radio, magnificent condition, certified mechanically, from £1045. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. (C1006)

Humber Cars Wanted

R. ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

ROCHESTER—(Chatham 2231.)

WROTHAM HEATH—(Borough Green 4.)

MAIDSTONE—(Maidstone 3333.)

MANCHESTER—129, Deansgate (Blackfriars 6677.)

CANTERBURY—(Canterbury 3252.)

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10106/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Humber—Eamptield (Tube), N.W.3. Ham 5041. (W4018/R)

7-PASSENGER privately owned 1938 1946 7/48 Limousines urgently required. Below. (W4018/R)

7-PASSENGER 1949 50 52 Limousines and Imperial Saloons, also private 1958 59 Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

EMA—1949 Grove Rd. Southsea, Portsmouth 2168. (10410/R)

1951/1953 Humber Pullman; cash waiting. Box 2899. (W2057)

PRIVATELY owned Hawk—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2057)

TOP prices paid for 1951-53 Pullman Humbers. Woodall Nicholson, Ltd. Well Lane, Halifax, Tel. 4251. (10330/R)

TOP price paid for Humber or similar type car; trade or privately—34, Streatham Hill, S.W.2. Tel. Hill 2678. (W3016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Humbers—Wembley 8691/5905. (W4015)

BIRMINGHAM and Midlands—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newha St., Birmingham and Lower Temple St. Birmingham 2. (10096/R)

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. Cripps & Co. Ltd. The Humber Distributors, Parliament St., Nottingham Tel. 4581. (10553/R)

Humber Spares and Service

THE Humber Specialists for all spares, Ring Upplands 9/57. See advt. under Parts & Accessories. (10338/R)

Humber Spares and Service

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gear, set seal covers from £5.15; trade discount; cars bought, sold—Tarrant & Frazer, 10, Winchester Mews N.W.3. Primrose 2647. (10940)

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2251.)

HENLY House 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843.)

BRISTOL (Bristol 21326.)

Bournemouth (Bournemouth 6314.)

NORTHAMPTON (Northampton 907.)

CAMBERLEY (Camberley 77.)

HOUSLOW (Houslow 3454.)

FINCHLEY (Finchley 0081.)

GREAT Wes. Rd (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Guliver 4141.)

HENLYS, Ltd., England's Leading Motor Agents. (10327/R)

DICKS

1947 Jaguar 3½-litre saloon, special equipment included; £325. (C1072)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

ACRES offer:—

1952 Jaguar Mark VII saloon, grey with red leather, beautifully kept and indistinguishable from brand new; £1,025. (C1002A)

1950 (late) Jaguar Mark V saloon, black and brown leather, extras include heater, etc., magnificent condition throughout; £695 secure. (C1002A)

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tel. 5199. (C1002A)

J. MOTORS, Ltd.

JAGUAR Area Dealers offer:

TWO immaculate one-owner Mark 7 saloons both originally supplied by R.J.

1953 Mark 7 Battleship grey, red leather, taxed year; £1,195. (C1090)

1952 Mark 7, grey, blue leather, maintained by BROMLEY, Kmt. Ravensbourne 3456. (4827)

BRADSTOCK MOTORS, Ltd.

£235—1939 Jaguar 2½-litre saloon, grey, red leather, excellent condition—Chase Rd, Epsom, Tel. 5696. (C1090)

H. BEART & Co., Ltd., offer:—

1950 Jaguar Mark V saloon, black with tan upholstery, fitted Michelin X tyres and life-guard tubes, in nice condition throughout; £695—102, London Rd. Kingston-on-Thames, Kingston 3548. (C1090)

ROSE & YOUNG, Ltd., offer:—

1953 Jaguar Mark VII saloon, low mileage, fitted H.M.V. radio, whitewall tyres etc., immaculate; £1,345, another in battleship grey, £1,250. (C1090)

1953 racing modifications including wire wheels, radio, l.h.d.; £1,225. (C1090)

1952 (Sept.) Mark VII, grey, mileage 14,000, radio, low condition; £1,025. (C1090)

1951 XK120, full racing modifications, immaculate condition, metallic grey; £825. (C1090)

1950 Jaguar Mark V saloon, beautiful condition throughout, fitted H.M.V. radio, black; £695—65-65, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tel. Hill 6464. (C1090)

HAROLD SIMONS, Ltd., offer:—

1950 Jaguar Mark V saloon; £625; trade enquiries welcomed, 3 months' written guarantee, service after sale; exchanges; deferred—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube) Finchley 9052-53. (C1005)

1949 Jaguar Mk. V 2½-litre; £645

1952 Jaguar Mark VII 3½-litre; £1,066—Montrose Motors, Epping New Rd., Buckhurst 1171. (C1005)

DUNCAN HAMILTON & Co. offer:—

1951 Jaguar XK120, 16,000 miles only, silver grey with red interior, completely unmodified, exceptional condition throughout; £895—35, High St., Blythe, Surrey Byfleet 3101 day and night. (C1091)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Jaguar Mark VII saloon, colour battleship grey with grey leather upholstery, mileage 9,000, one owner since new, new set of tyres just fitted; £1,450. (C1091)

1953 Jaguar XK120, fitted with full racing modifications including wire wheels, one owner since new; £1,400. (C1091)

NOV. 1948 Jaguar 3½-litre drop head coupe, colour black with brown leather upholstery, in excellent mechanical condition; £365. (C1091)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. (C1057)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1950 Jaguar Mark V saloon, black, brown hide interior, fitted radio, heater, etc., one owner, taxed; £680—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1651. (C1009)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

GUY SALMON AUTOMOBILES offer:—

1952 Jaguar Mark VII saloon, 23,000 miles from new, H.M.V. radio, licensed year, exceptionally well maintained example, in well above average condition; £1,050.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

USED cars you can trust. For example:—

1952 (January) Jaguar Mark VII saloon, 24,000 miles only, fitted heater, H.M.V. radio, screen washer, etc. (twilight blue, good tyres, excellent condition, £1,145; hire purchase, part exchange).

WADHAM BROS. Ltd., Standard House, 89, Palmerston Rd., Southsea, Tel. 2468. (5011)

AMBS OF WOOD GREEN, the Jaguar specialists.

L offer:—

£999—1952 series Jaguar Mark VII de luxe saloon, small mileage, spotlessly maintained.

Below:—

£699—1950 Jaguar Mark V 3½ de luxe saloon, only one owner has nursed this vehicle, small mileage, specimen condition.—Below.

£633—1948-50 Jaguar Mark V 2½ de luxe saloon, carefully used, only two owners, excellent throughout.—Below.

£477—Jaguar 3½-litre de luxe saloon, property of director's wife, meticulously maintained, specimen condition.—Below.

£399—1947 Jaguar de luxe saloon, choice two, both excellent with beautiful performance.—Below.

£333—Jaguar 3½-litre drop head foursome coupe, magnificent specimen, looks and runs like £600 motor car.—Below.

£233—1937 Jaguar 2½ de luxe saloon, choice two, both excellent.

AMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 223. offer:—

1954 model XK120 hard-top, finished black, red leather, radio, heater, Ace Rimbellahers, rear covers, spotlamps, speedo, reading 1,700 only, condition throughout as new; £1,495.

1939 Jaguar 1½-litre saloon, finished grey, good condition throughout; £250. (C1001)

1948 (December) Jaguar 2½-litre, £450;—Baysmore, 26, Queensway, W.2. Bayswater 0136.

1951 Jaguar Mark V saloon, heater, carefully used; £795.—Western 9641. (C1069)

BARTLETT—Jaguar XK120, very low mileage, as new, bargain for immediate sale.

JAGUAR XK120 fixed head coupe, radio, almost unmarked; £895.—27a, Pembroke Villas, W.1. Bayswater 0525. (C1013/1)

1954 (March) Jaguar Mk. VII saloon, radio, heater, 13,000 miles, one careful owner; £1,225.

GEOFFREY NEWBY, 369, Euston Rd., London, N.W.1. Euston 4466. (C3023)

1951 Jaguar Mk. V saloon, radio, splendid condition; £845.

1951 Jaguar XK120 2-seater, black; £895.

GORDON GARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C3023)

BARTIS OF KINGS LUN, Jaguar specialists, spare spares, repairs.—102, London Rd., Kingston 1e. Kin 3546. (C0081/R)

£465—Jaguar 2½-litre sports saloon, 1949, full special equipment model, with H.M.V. pressurized radio, heater, screen washers, an excellent specimen in every respect.

£145—Jaguar 2½-litre sports saloon, 1937, smart green finish, usual exhilarating Jaguar performance.

£695—Mark V Jaguar saloon, 1950, with built-in H.M.V. radio, heater, seat covers, etc., a beautiful low mileage specimen.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open 10.8 a.m. (C1025)

1951 Jaguar Mk. V saloon, black, excellent condition; £725.—Hale Motors, Ltd., Tot. 771 4. (C2001)

1949 Jaguar 2½-litre saloon, green, special equipment, 23,000 m., one owner, superb condition; £495.—Weald 224, after 6 p.m. (5062)

1939 Jaguar 2½-litre, gunmetal, blue leather, excellent condition, radio, discs; £265 o.n.o.—Box 6469. (5181)

XXX Chipstead Motors, Ltd.—C-type competition 2-seater.—See our advertisement under Sports Cars. (C1046)

1952 Mk. VII saloon, grey with blue upholstery, radio and loose covers, 21,000 miles only; £1,075. (C4026)

1954 Mk. VII saloon, battleship grey with red upholstery, overdrive, 2,000 miles only.—Saul and Slater, Ltd., 44-46, Alderman Hill, N.13. Tel. 2419. Green 3631-2-3. (C4002)

1953 Mark VII Jaguar saloon (Oct.), grey with red interior, 6,000 miles; £1,325.—Premantle 501. (C4006)

1940 (July) 1½-litre Jaguar special saloon, 40,000 miles, heater, good condition; £295.—85, Warren Rd., Bantsted, Surrey, Burgh Heath 3461.

1949 Jaguar 3½-litre, heater and radio, first-class condition; £475.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076)

SS100 2½-litre, Dec., 1937, recently resprayed, dark blue, tyres very good, good performance; £250, near Northampton.—Box 6366. (4917)

BARTLETT—Jaguar XK120 fixed head coupe, radio, almost unmarked; £895.—2 a. Pembroke Villas, W.1. Bay 0525. (C4006)

1949 (Sept.) Jaguar Mk. V 3½-litre, radio, heater, black, brown leather, speedometer reading 11,000, £620, 2-seater. (C1059)

1947 3½-litre Jaguar; £595.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. (C2008)

£465—Jaguar 1½-litre 1947 4-dr. sports saloon, radio, heater, exceptionally good mechanically, excellent cellulose, many others.

BENNETT, 11, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

KENTISH & THOMSON, Ltd.—1947 Jaguar 1½-litre special equipment saloon, grey, fitted heater and radio; £450.—56-6, Wickham Rd., Shirley, Croydon, S. in park 3477. (C2047)

1951 (March) Jaguar Mark V 3½-litre saloon, gunmetal, fitted radio and heater, excellent condition; £685.—Melbury Garage, 262, Kensington High St., W.14. Western 9580. (5210)

JAGUAR

1951 XK, one owner, beautiful example, most carefully maintained; £825.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

JAGUAR XK120 December, 1950, 5-seater, maroon and white, new hood and tyres, excellent condition; £850.—Macaulay (London) 7211, or evenings, Gladstone 6039. (5012)

1952 (August delivery) Jaguar Mark VII saloon, black with tan upholstery, wirelens, Ace Rimbellahers, fitted rubber mata, showroom condition, any trial or inspection.

1954 Jaguar Mark VII saloon, exceptional opportunity.

RATCLIFFES (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey, Tel. Croydon 3678-9. (5045)

1950 Jaguar Mark V saloon, radio and heater, excellent condition throughout; £675.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0055. (C1065)

£235—Jaguar 3½ saloon, 1939, July, black, wheel discs, excellent; tyres and battery, whole car in beautiful condition, exchange for smaller car.—4, Roxeth Hill, Harrow, Byron 3016. (5162)

JACK ROSE, Ltd., offer: 1953 Mark VII Jaguar saloon, radio and heater, whitewall tyres, black and brown hide, a genuine car; £1,275.—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056)

1954 (February) Jaguar XK120 d.h. coupe, black, brown leather, Radiomobile, twin exhausts, 3,000 miles, as new; £1,495.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7611. (C4011)

JAGUAR Mk. VII saloon 1952, grey coachwork, red leather interior, fitted heater, low mileage, one very careful owner, almost as new, last costing £690 less £1,075.—Hillwood Motors, Mill Hill (London) 4232. Open Mon-Sat. 9-5. (4992)

£1150—1951 (July) Jaguar Mark VII saloon, 10,000, colour black and red leather, fitted heater, taxed year, spare unused, car immaculate.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8, Cheshire, 2016. (5063)

1939 1½-litre Jaguar saloon, recellulosed new carpets and roof lining, excellent; £275.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Tube Station) open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). (C2050)

JAGUAR 1½-litre sports saloon, 48, specially equipped model, which has only 27,000 miles, exceedingly smart, outstanding performance, superb handling; £550.—Carr Bros. Garages, Ltd., High St., Purley, Surrey, Uplands 4812. (C1041)

XK120—1951, almond green/grey, red and cream leather, loose covers, Lifeguard tubes, radio, partly modified, high-lift cams and other extras available; appearance and mechanical condition exceptional; £1,050 o.n.o.—Fraser, Millhill, Glenaele, Perthshire. (4909)

1951 XK120, extensive modifications by Jaguars December, 1953, including recellulose racing green, silver wire wheels, 8 to 1 pistons, receipts shown, extras: luggage grid, spot, fog, pillar light, Marchal headlights, 2 spare wheels, fog pillar light; £1,100.—T. Barracough, Little Hambury Park, Nr. Bishop's Stortford, Tel. Hatfield Heath 252. (5002)

1953 Jaguar Mk. VII saloon (reg. Dec., 1952), mileage approx. 16,000, extras include: high gear steering, export shock absorbers, Lifeguard tubes, etc.; this car is in exceptional condition and finished in British Racing green, tyres are almost new, spare unused.—Purd & Slater (Lincs), Ltd., Lincoln. Tel. Caistor 361-2. (4948)

XK120 a most beautifully maintained example in spotless black cellulose with red/beige leather, black plastic hood and tonneau all in new condition, twin exhausts with chrome tailpieces, modified suspension, including shock absorbers which, coupled with the nearly new Marchal X type, give magnificent roadholding wet or dry; originally the property of an elderly gentleman, this vehicle has spent most of its life outside the golf club, but the mechanical condition has not been neglected and it was subject to an extensive strip for inspection this spring and all necessary adjustments and renewals made regardless of expense, oil consumption virtually nil, total mileage approx. 25,000; offered at a very low price at £850; terms: exchange considered.—K. N. Rudd, 65, Victoria Rd., Worthing. (3470)

Jaguar Cars Wanted

R ROWLAND SMITH, the Car Buyers.—Highest cash prices for Jaguar.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

COOMBS & SONS (GUILDFORD), Ltd. (W4018/R)

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (0234/R)

SAUL & SLATER, Ltd., 44-46, Alderman Hill, N.13. (C4002)

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. (W4002/R)

COOPERSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8090, Seven Sisters Rd., Tottenham, N.15. (0180/R)

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wagon 2643. (W2057)

TOP price paid for Jaguar or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2674. (W2016)

PERFORMANCE Cars urgently require Jaguars.—Great West Rd., Brentford, Middlesex, Ealing 3841. (W3041)

LOW-MILEAGE XK120 wanted privately for cash. L must be 8:1 compression.—Full particulars and history to Box 6465. (5177)

SIMPSON'S MOTORS (WEMBELEY), Ltd., The American Car Specialists, urgently require all Jaguars.—Wembley 8651 3903. (W4015)

MY Jaguars 2½ and 3½ wanted; good prices paid.—Roe Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. (4071)

Jaguar Spares and Service

SAUL & SLATER, Ltd., 44-46, Alderman Hill, N.13. (C4002/R)

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. (S4002/R)

PERKINS MOTORS, Ltd., main dealers for Bocking, Hampshire, Jaguar spares; replacement units and repairs facilities.—Bath Rd Slough Tel. 22394. (W4030/R)

R. P. POWELL MOTORS, Ltd., East London area, dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate E.7. Maryland 4818. (70435/R)

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1939.

AND at Manchester, Chetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. (0563/R)

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley, Arnold 1154-5. (0719/R)

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (0528/R)

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4090, Deansgate, Manchester. Tel. Deansgate 4507. (0391/R)

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears, set seat covers from £3/15; trade discount; cars bought, sold.—Tarrant & Frater, 10, Winchester Meads, N.W.3. Primrose 2647. (0932)

JEEP

JEPS, private or commercial, all spares, return post.

JEPS 7, Uxbridge, Hampton Wick, Kin. 4718. (0620/R)

JEPS—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunpowderbury, W.4. Chiswick 3013-0621. (0241/R)

£120 buys a special bargain.—See Metamot, famous for 12 conversions.—98B, Reizise Lane, N.W.5, Hampton 6231. (0627/R)

JEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester, Winchester 4654. (C1010)

EBURTI Jeeps (full guarantees equivalent to R maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). (C3066)

125 c.c.s.—Jeep (Ford) registered December, 1946, 4-seater natural timber utility, removable rear seating, drop tailboard, very good condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange pan engine, rear box, fuel tank, etc., noted for all American spares; 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (0235/R)

Jeeps Wanted

ROWLAND SMITH—The Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

PERKINS & CLARKE, Ltd., the car buyers.—Jeeps purchased for immediate cash, buyer will call.—Tel. Brixton 1791, 158, Stockwell Rd., London, S.W.9. (W3068/R)

Jeep Spares and Service

JEOP Service Station, overhaul, repairs, all Jeep spares available, exchange pan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. (S3066)

JOWETT

WELBECK MOTORS, Ltd., for Jowetts:—

NOWHERE else can you choose from so many wonderful cars.

THIS week we spotlight 3 unique specimens:—

1953 Javelin de luxe, black with brown hide, Ace Rimbellahers, loose covers, 7,000 miles, full Series III of very latest type, positively identical to brand new; cars such as this are very rare and almost impossible to come upon; £775.

1953 14,000 miles, full Series III, superb condition; £700.

1953 Jupiter Mark I, ivory with red hide, full Series III, under 2,000 miles, as brand new car; £735.

1952 Jupiter Mark I, only 12,000 miles, green with beige hide; £600.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (8 lines). Far the largest Jowett agents in the country.

TOM GARNER, Ltd., offer:—

1953 Jowett Javelin 1½-litre series III saloon de luxe, green, heater, radio, 9,000 miles only; £765.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

C. OF P. Jowett distributors, offer:—

1952 Javelin de luxe, finished in grey with red upholstery, latest type factory replacement engine fitted; £595.

1950 Javelin de luxe saloon, black with brown leather, fitted Ace Rimbellahers, heater and spotlamps, £100 overhaul at present being carried out by us; £450.—Clarks of Pibright, Pibright, near Woking, Surrey, Brookwood 2201. (C1049)

RICHARDS & CARR, always best value.

1953 (July) Javelin de luxe, series III, heater, H.M.V. radio, fitted covers, one owner, 14,000 miles; £725.

1952 (October) Jupiter, series III engine just fitted; £595.

35, Kinnerton St., London S.W.1. Sloane 5424. (C3045)

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Jowett Javelin saloon, taxed year, 22,000 miles; £485.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

H. A. SAUNDERS, Ltd., Golders Green, offer:—

JOWETT Javelin saloons, new, unregistered, from stock, colour choices, £896/10/10.
 AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)
 M. BENTLEY & PARTNERS, Ltd., offer:—

1952 Jupiter Series III, modifications to engine: £585.
 1950 (November) Javelin de luxe saloon, black, brown leather, overhauled and guaranteed: £525.
 9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

1951 Javelin de luxe, grey, red leather, one owner, heater, radio, covers; £525—Box 6373, 14893
 1952 Javelin saloon, an exceptionally good specimen; £635—Western 9641. (C1069)
 1939 (late) Jowett 8, one owner, maintained by Jowett agents, in excellent condition; £200.
 —Box 6376.

1952 Jowett Javelin de luxe, 14,000 miles, radio, heater, etc., excellent condition; £625 o.n.o.—Davidson, 15, Bedford Row, W.C.1. Holborn 0974.
 GODFREYS, Ltd., Jowett agents, specialised Jowett service, spares, repairs and new and used parts; factory trained mechanics.

GODFREYS, Ltd., 226, 254, London Rd., Croydon, S.24. Cro. 3643. Tel. Portland St. W.1. Bus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. (C4045 R)
 1953 Jowett Javelin saloon, low mileage, £500 super condition; £665—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. —1953 Jowett Javelin de luxe saloon, series III engine, turquoise blue, beige upholstery, recorded mileage 14,000, fitted heater, radio, screen washers and other sundries.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1953 Jowett Javelin de luxe saloon, finished sun-metal grey with red upholstery, 14,000 miles, fitted radio, heater, spot light, etc., taxes, 31/12/54; our price, £725—Stamford Motors, Ltd., Old St., Ashton under Lyne, Tel. 2189. (C5226)

JOWETT Javelin saloon, grey, red hide, 15,000 miles, only, fitted heater, radio, brand new set Michelin 8 tyres and specially tuned carburetors giving 40mpg; this car, in as new condition, is offered on behalf of a very fastidious owner and is at present laid up; write or phone for appointment to view: £695—R. & F. Gradwell, Ltd., Wellance Garage, Waterloo Rd., Blackpool. Tels. 42026-9. (C5042)

Jowett Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3 Ham. 6041. (W4014 R)

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. (W4049)

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).
 JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5423.

REQUIRED: really good Jowett Javelin.—Edwards, R. Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

TOP price paid for Jowett or similar type car; (wanted) or privately.—54, Streatham Hill, S.W.2. Tel. Hill 2676. (W5016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Jowetts.—Wembley 8691/3903. (W4015)

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors. COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 11961/R

KINGSTON-ON-THAMES Jowett distributors, all spares and replacement units available, plus specialised service.

G. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Ktn. 2241-2.
 COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 1009/R

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 6. Edg. 0916. (C5049)

JOWETT spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service: 7-9, Russell Parade, Golders Green, N.W.11. Speedwell 976. (C1035 R)

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bunnersfield Lane, Harrow. Tel. 6225. (C1073 R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. (W5759 R)

KAISER-FRAZER

A. CRES offer:—

1952 Kaiser-Frazer saloon, sky blue, and stainless steel, many extras including heater, White-wall tyres, etc.; this fantastic vehicle has been lovingly kept and maintained and is indistinguishable from new, looks like £2,500, our price £1,125; part exchanges welcomed.

A. CRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tel. Hill 1909. (C1002A)

LAGODA

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagoda, Ltd.), PLEASE apply for our lost of reconditioned used models, any make taken in part exchange, we shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. (C1080)

LAGODA

BROOKLANDS: Lagoda distributors, latest 1954 models, 2-door saloon, power operated coupe, coachwork by Tickford, on show and for demonstration. Lagoda 2.6 Mark I saloon.

1950 Lagoda 2.6 drop head foursome coupe.

A ABOVE cars passed by makers.

BUY or sell with confidence; open 9 till 7.

103, New Bond St., London, W.1. Mayfair 8551-6. (C1029)

ALAND & TABOR, Ltd., Welwyn By-Pass, Welwyn 213, offer:—

1951 2½-litre Lagoda saloon, finished maroon, beige leather, radio, heater, many extras, immaculate condition throughout; £1,250. (C1001)
 PERFORMANCE: 2½ good machine always available; written guarantee.—See under "Sports Cars". (C1041 R)

L AGODA saloon, 1950, 32,000 miles, birch, grey, heater, immaculate condition; £950. (C5226)
 1949 2½-litre Lagoda saloon, 32,000 miles, heater and radio; £895.—Noking Motors (Maybury), 104, Woking, Surrey. (C4057)

1954 (March) Lagoda 2.9-litre Tickford saloon, blue and grey, 4,300 miles, carefully run in as new.—Mokel, Sandymere, Tarporey, Cheshire. (C4057)
 1950 Lagoda 2.6-litre saloon, grey with blue interior, heater, radio, speed reading 2,600 miles; £995.—Borton Auto Sales, 158, Cross St., Sale, Manchester. Sale 5688.

1936 (Sept.) 4½-litre Lagoda (6 cyls.) 4-seat touring, green, green leather, new hood, tonneau cover and side screens, 56,000 miles since new, immaculate and perfect; £655.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

£399!!—The finest 4½-litre Lagoda pillarless sports saloon we have had specimen bodywork, 1957 model but in 1951 condition, leather like new, chassis 100%; this is a bargain; don't miss it; three months' guarantee, plus purchase, exchange.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)
 225 Lagoda, 1933 16/80 sports tourer, manual gear change, tonneau cover, carefully used; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1938 Lagoda V12 black sports saloon, 2 owners, genuine mileage 31,500, Sanction II modifications, excellent condition, £675 or exchange smaller car; also Meadows 3-litre engine, unused, £65.—29, Ashley Park Rd., Walton-on-Thames, Tel. 679.

Lagoda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagodas.—Hampstead (Tube), N.W.3 Ham. 6041. (W4014 R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Lagodas.—Wembley 8691/3903. (W4015)

PERFORMANCE CARS urgently require Lagodas.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)

Lagoda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagoda, Ltd.), the Lagoda specialists, offering every possible service facility to all Lagoda owners, including Honeychrome liners and the new popular centre gearchange for the 2.6 model reconditioned engines available for 12-cylinder and 16-cylinder models.

273, London Rd., Staines, Tel. 4211 (5 lines). (S1080)

LANCHESTER

H. BEART & Co., Ltd., offer:—

LANCHESTER 14 saloon, first registered November, 1953, black with red upholstery; genuine 7,000 miles, and like brand new throughout; outstanding value at £995.—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1081)

HAROLD SIMONS, Ltd., offer:—

1939 (July) Lanchester sports saloon, owned by one family since new, maintained superbly throughout, built for over £1,500 available, black, brown leather, sun roof; £525; 3 months' written guarantee, service after sale; exchanges; deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. (C4065)

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (1953), black, brown leather; £950.

LANCHESTER 14 saloon (1952), black, fawn leather; £950.

LANCHESTER 10 saloon (1947), black, brown leather; £950.

STRATSTONE, Ltd., 40, Berkeley St., W.1 (Mayfair 4608). Service: 7, Herbrand St., Russel. 88. (C4022)

1949 Lanchester 10, black, grey cord upholstery, radio, heater, taxed year, immaculate; £495.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. (C4055)

LANCHESTER 10 1945 saloon; £100.—J. R. Rogers, Malden, Essex (Tel. 41).

1940 Lanchester saloon 14hp, £2,000, really good condition, one owner since 1948; £300 o.n.o.—Are. 2025 after. Tud. 9222. 4396

£100 or nearest offer.—Lanchester 10hp, 1933, excellent condition, one owner.—Adams, 49, Harvey Rd., Worthing, Sussex. (S094)

£245!!—Lanchester 11, 1939 model, 34,000 miles only, guaranteed genuine, one owner.—Value Cars, East Sheen, Prospect 7520. (C4068)

1947 Lanchester 10 sun saloon, preselect gears, excellent condition, guaranteed; £475; exchanges; terms.—Palmer, 5, Russell Gardens, Kensington, W.14. Park 9704. (C5034)

WE have on offer what must be one of the finest pre-war Lanchesters on the market. A specimen 1938-9 11hp 6-light saloon, original black cellulose, in immaculate condition; chrome like new, rich brown hide seats, carpets and walnut fillets unmarked; the total mileage of this one owner car is 23,000 miles from new and has been chauffeur driven all its life; fluid flywheel, preselector box and engine, all in splendid order; taxed year; £315.—Gordon White & Co., Ltd., Gerrards Cross 2377. (4957)

LANCHESTER

NORMAN AUTOS offer:—

1936 Lanchester 10 saloon, very nice lines; £164 £65 deposit.
 NORMAN AUTOS, 352, London Rd., West Croydon, Surrey, Tel. Thornton Heath 4657. (C5321)

£355!!—Lanchester 14, fitted magnificent drop head bodywork, looks and runs like 1949 Daimler 2½ coupe, genuine prototype in magnificent condition.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3 Ham. 6041. (W4014 R)

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400.

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddemister Rd., Croydon 5775. (C5069)

ACOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7501. 10257/8

LANCIA

MAIDSTONE ENGINEERING Co.

1938 Lancia Aprilia saloon, refinished in green and grey with leather interior and loose covers, fitted all new tyres, heater, telecontrols, many extras, taxed, a really genuine example; £375.

CROSS ST., Pendleton, Salford 6, Manchester. Pen. 118. (C5030)

GUY SALMON AUTOMOBILES offer:—

1953 Lancia Aurelia 4-door pillarless saloon, over 5,000 miles, £2,250.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1938 Lancia Aprilia cabriolet, reconditioned engine, excellent example; £415.—Cyrl Sheppard & Reading, Sonning 2345. (C4070)

TWO excellent Aprilias 1937, one owner, saloon, £275; 1937, with 1939 wheels, telecontrols, radio, leather upholstery, £290; terms and exchanges.—Bears, 45, Park Rd., Hampton Hill, Molesey 4614. (C4069)

BARTLETT—Lancia Aurelia saloon, one owner, superb condition, every extra, £1,850; Lancia Special, 1950 show model, 800cc, Arditi 4-door pillarless saloon, 5 speeds, 40mpg, one super fastidious owner, many extras, the whole car really unmarked. £945. A. Pembroke, 711, W.11. Bay. 0525.

1939 Farina drop head foursome coupe, maintained in impeccable condition inside and out by over-fastidious owner, virtually unscratched, extras include Webber carburettor, ride control, heater, Mar-shall head, fog and driving lamps, twin tail spot and reversing lights, wipers and countless other luxury refinements, all types finished in black and black; this car cannot be described, and must be seen to be appreciated; £475.—White Cottage, Hyde Park, Amersham, Bucks. Chesham 254 or Welbeck 1101. (S241)

Lancia Cars Wanted

GOOD Lancia Aprilia wanted.—Full details to Moor-house, 9, Newton Flats, Fitzwilliam St., Huddersfield. (W4014 R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3 Ham. 6041. (W4014 R)

K. D. M. & CHERRINGTON, Ltd., will buy second-hand Lancia Aprilias—41-42, Hay's Mews, Berkeley Sq., W.1. (ros. 2565). (W2054 R)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service, technical data, etc., apply Lancia Works, Alpertown, Wembley. (Perivale 5656). (C5020 R)

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1951 Lea-Francis 2½-litre saloon, very attractive and fine car, low mileage; £595.

1952 Lea-Francis 14hp saloon, fine car offered at attractive price of £695.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

HAROLD SIMONS, Ltd., offer:—

1948 Lea-Francis 14hp 4-door saloon, magnificent trade mechanics; condition, nice appearance; £475; service after sale; exchanges; deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. (C4065)

CHARLES POLLETT, Ltd., Sole Distributors, Lea-Francis, London & Home Counties, offer:—

1953 Lea-Francis 18hp streamline saloon, specially general service, painted grey, with red leather, one owner, 8,000 miles only, radio, heater, sun roof, etc., a really perfect car; £1,275 (cost new over £2,000).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

1951 Lea-Francis 14hp saloon, black, fawn leather, heater, carefully maintained; £600.—Laidlaw, City Rd., Newcastle upon Tyne, Tel. 27654. 15155

G & M ALFRED'S (1956), Ltd., 118 Lea-Francis sports 2-seater, radio, many extras, extremely handsome—6-7, Warren St., W.1. Euston 3268. (C1009)

LEA-FRANCIS 1951 (March) 14hp sportsman's streamlined saloon, two-tone, fawn leather carpets to match, all in immaculate condition, heater and window washers, new battery, excellent tyres. £725 o.n.o. Buckley, 101, St. Mildreds Rd., Lee, S.E.12. Tel. Hither Green 2160. (4902)

Lea-Francis Cars Wanted

REQUIRED, really good Lea-Francis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3 Ham. 6041. (W4014 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lea-Francis Cars Wanted
B J. HUNTER Ltd., offer:—
FOR immediate purchase of your Lea-Francis.
B J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Gadstone 4305. (W2040)

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.
 SPARES and service for all models from the manufacturers—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. (1032/R)
CHARLES FOLLETT Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
 SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cundnham 5936-7. (1059/R)

REPAIRS reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears sent post covers from £5.15; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. (10340)

LIMOUSINES
GLANFIELD LAWRENCE offer:—

1937 Buick, series 90, 7-seat limousine, black, one is as new, completely unmarked throughout; £445.—407, High Rd., N.12. Finchley 0091. (C2053)

CAMDEN MOTORS, Specialists in Limousines, see under Humber, Rolls-Royce, Austin, etc. (C1035)

395 s.—Packard Super 8, October 1939, 32.5hp de luxe 7-passenger limousine, black, front leather, rear fawn cloth, wide face-forward occasional, winding direction, carefully used; cost £1,395; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube, Hampstead 6041. (C1010)

A&S Limousine Specialists: Exceptional display carefully maintained privately owned 7-passenger Limousines (guarantee certificate) ready service, competitive prices.

A&S Offer only first class condition 7-seater Limousines (See Classified advertisements) Selection 1951 52 Sheerline, 1951 52 Austin Hirecars, 1951 52 Humber, selection 1937 38 30hp private Rolls-Royce, 1950 Wolseley (mileage 6,000). Detailed descriptions despatched. Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair 2941.

LINCOLN
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

OVER all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (10747/R)

Mercedes Spares and Service
REPAIRS, reasonable prices! Quotations free. Cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. (10987)

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Repairs, 111, Grosvenor Rd., S.W.1, Victoria 6715-6. Night Service: Victoria 3144. 14735

MERCURY
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires, in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (10748/R)

WELBECK MOTORS, Ltd., for M.G.:—
1953 M.G. T.D., red, 9,000 miles, as new; £600.

1952 M.G. T.D., green, over a £100's worth of special hood and side screens, radio, high ratio back axle, whole car identical to new; £550.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). (C4049)

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £550.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

PC
PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars:—

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of 7 T.C.s: 1949, Laystall Lucas head, £435; 1948 (2), £385; 1949 (2), £375; 1946 (2), £345.

CHOICE of 6 T.C.s: 1939 (2), £295; 1938 (2), £275; 1937, £265; 1936, £245.

CHOICE of 2 P.A.s: 1935, £195; 1934, £165; choice of 2 J.s: 1934, £145; 1933, £125.

CHOICE of 2 V.A.s: 1939 saloon, £295; 1938 tourer, £295; 1939 2.6 d.h. fourseater, £295; 1938 tourer, £295.

CHOICE of 2 2-litres: 1937 d.h. fourseater, £225; 1937 saloon, £195; K3, ex-works, £195; P.B. special, £245.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 9941. (C3041)

SLOCOMBES, Ltd.

WE offer 2 M.G.s, one 1½ litre 1951, brown with red interior and in excellent order, and one delivery mileage, T.F. open 2-seater; prices £610 and £740 respectively.

WE extend special concessions on part exchanges, cars or motor cycles, H.P. terms available, existing H.P. accounts settled.—Slocombes, Ltd., 36-52, Duden Hill Lane, Willesden, N.W.10, adjacent Dollis Hill underground station. Willesden 4869. (C4017)

ELM AUTOSALES offer:—

1939 model M.G. 1½-litre sports saloon, black, bi-se interior, fitted extras, mechanically overhauled recently and in really superb condition, very fast, handles like a post-war car; £295. Sun Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C2067)

TOM GARNER, Ltd., offer:—

1953 M.G. 1½-litre saloon, maroon, 6,000 miles only; £875.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfairs 9265-6-7. (C2020)

B. J. HUNTER, Ltd., offer:—

1954 M.G. T.F. 2-seater, used only one month, positively as new; £745.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 4305. (C2040)

OVERSEAS CARS, Ltd., offer:—

1950 M.G. 1½-litre saloon, black/beige, seat covers, one owner, under 20,000 miles, excellent condition throughout; £595. For other Overseas Cars bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C3051)

COLLIVER & FISHER, Ltd., offer:—

1950 (Oct.) M.G. 1½-litre saloon, green, low mileage, a really outstanding specimen; £585.—Station Rd., Northwood, Middx. Tel. Northwood 777.

RICHARDS & CARR, always best value.

1951 (September) T.D., second engine Jan. 1954, faultless condition; £495.

1949 T.C., new engine just fitted, new hood, excellent throughout; £535.

35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

1953 M.G. 1½, saloon, black, radio; £845.

1945 M.G. T.F. 2-seater, 900 miles; £753.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

NORTHERN MOTORS OF HARROW offer:—

THREE beautiful 1½-litre M.G.s.

1949 in black, with radio and twin chrome horns, engine just completely stripped and overhauled; £585.

1950 in fawn with red leather, one titled owner, low mileage, absolute specimen; £625.

1951 in black, 25,000 miles only, must be seen; £635.

NORTHERN MOTORS OF HARROW, 186-194, Pinner Rd., Herts. HA4 444. Below. (C3025)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., black and red; £395.

1947 M.G. T.C., black and beige; £375.

1946 M.G. T.C., red; £365.

1938 M.G. T.A., black, many extras; £275.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3036)

1951 M.G. 1½-litre saloon, in two-tone green, exceptional condition throughout; £595.

P. T. INWARDS, Ltd., 473, Cranbrook Rd., Ilford, Valentine 1066. (C5036)

1947 M.G. T.C. 2-seater; £385.—Montrose Motors, Epping New Rd., Buckhurst 1171. (C3088)

M.G. T.C., black and red, one owner, in excellent condition; £350.—Haskins, Ladbrooke 1155. (C3027)

1951 (Aug.) M.G. T.D. 2-str., ivory, green leather, almost as new; £510 Below.

1949 (March) M.G. 1½, saloon, black, beige leather, fitted heater, perfect; £525.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch 1594.

M.G. 12hp 4-str. tourer, 1938 V.A. ex. cond.; £210 M.O.N.—5, Station Park, Staines, Mdx. (S090)

£225—1957 M.G. 2-litre sports saloon, black, very clean, runs well; £275 down.—Below.

£95—1931 M.G. 18/80 Speed model open 4-seater, runs extremely well; £45 down.—Bray Motors, 130-184, West End Lane, N.W.11. Hampstead 6490.

1954 M.G. T.D. 2-seater, first registered May 25, genuine 1,000 miles; £750.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

UNDERWOOD-RUSLING SPORTS CARS, the Midland M.G. specialists, offer:—

£295—1939 (Sept.) T.B. 2-seater, blue, 34 m.p.g., oil consumption negligible.

£225—1937 series T.A. 2-seater, blue, heater spotlight, 35 m.p.g., oil consumption negligible.

UNDERWOOD-RUSLING SPORTS CARS, Terms, exchanges—28, Queensberry Rd., Kettering, Tel. 3351. (C4075)

BEARDS of Kingston M.G. specialists, sales, spares, repairs—102 London Rd., Kingston, Tel. Kin. 3548. (10082/R)

1953 (May) 1½ M.G. saloon, green, 9,750 miles, immaculate; £795.—Liss, 3189, Hanley.

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.1. Grosvenor 4141. (10396/R)

1953 (June) M.G. T.D., moderate mileage; £585.—Mansfield Autos, Ltd., Euston 2567.

1954 M.G. Magnette, 600 miles, grey, as new; £960.—17, Springfield, Brixton, Herts. (June), 900 miles only; M.G. T.F. 2-seater, ivory with red leather; £725.—Jones, Bognor Regis 2166. (4994)

1949 M.G. saloon, duo green, fitted wireless and twin horns, very fine condition; £550.—R. B. Loedon, Royston, Herts. Tel. 2281. (5256)

1954 M.G. Magnette, 3,000 miles, equal to new; £945.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006/1)

1947 M.G. T.C. 2-seater, fitted many extras, taxed year black with red upholstery; £365.—Putnam 2770. (5197)

1947 M.G. Midget, faultless mechanical condition, many extras, plastic hood; three months' guarantee; £365.

R. & W. MOTORS, Ltd., Queen's Head Garage, East Cade Rd., N.3, Finchley 6236 (3 lines). (C1061)

1936 End M.G. P.A., red, new batt., hood, crown wheel pinion, best offer over £290.—Rocaster Garage, Staffs. Tel. 537. (5107)

M.G.
1951 M.G. 1½, 25,000 miles, black, green upholstery; £575.—J. James (London), Ltd., 35-36, Pall Mall, S.W.1. Trafalgar 7311. (5231)

1954 (June) M.G. T.F. sports, red, 66 miles only; £775.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

1949 (Aug.) M.G. T.C., one owner, green, with fawn leather, low mileage, fitted chromium luggage grid, twin horns and fog lamp; £435.

1946 recently fitted factory reconditioned engine; £375.—Harry Kitchener, Ltd., 180, Goldington Rd., Bedford. Tel. Bedford 2790. (5050)

1949 (Sept.) M.G. T.C. sports 2-seater, racing green, immaculate; £465.—Modern Cardvas, 135, Ealing Rd., Wembley, Middx. Tel. Wembley 1020.

1936 miles only, exceptional condition, one owner; £250; seen Woking or Guildford.—Write Box 6411.

1938 M.G. 1½hp tourer, excellent condition, very attractive; £175, any trial.—Fin. 4685 even ingns. (5324)

M.G. 1938 1½-litre sports saloon, black, good condition; £225.—38, Charman Rd., Redhill. Tel. 3837. (5325)

M.G. 1949 T.C., virtually brand new, 18,000 miles, owner driver; price £475; seen by appointment.—Cayser, Grange Rd., Ickleton, nr. Eddon, Walsden.

1937 (Aug.) M.G. 1½-litre V.A. drop head coupe, one owner throughout, excellent mechanical order in every way, genuine 80 mph car; £275.—Box 4376. (5023)

1939 M.G. 2.6-litre drop head coupe, reconditioned engine, new hood, repainted; £350.—Auto-work, Ltd., Southgate St., Winchester. Tel. Winchester 4061.

£444!!!—M.G. T.C. sports 2-seater, in specimen condition throughout, fitted host of extras worth £100, no one looking at or driving this vehicle could possibly believe it's 5 years old.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423 High Rd., Finchley, N.12. Finchley 6221.

1936 M.G. 2½-litre saloon, one owner, 47,000 miles, in magnificent condition; £255.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Street, London, W.1. Sloane 5211. (C3046)

PORTLAND SPORTS AUTOS offer 1938 M.G. T.A., new leather hood, tyres, very clean; £265.—Meadowhead Garage, 186, Meadowhead, Sheffield, Tel. 45212. Exchanges and terms, open Sunday. (5023)

525 s.—M.G. 1949 1½-litre saloon, duo-green, sliding head, leather, one owner, reared, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 s.—M.G. Midget, October 1950 T.D. 2-seater, black, green leather, Marchal headlamps, carefully used, terms, exchanges.—Rowland Smith, below.

395 s.—M.G. Midget, October 1949 T.C. 2-seater, black, fawn leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

245 s.—M.G. Midget, 1938 10hp T. 2-seater, low pressure tyres, very good condition; terms, exchanges.—Rowland Smith, below.

195 s.—M.G. Midget, 1935 3hp P. 2-seater, red, leather, very good condition; terms, exchanges.—Rowland Smith, below.

125 s.—M.G. Midget, 1934 model 3hp 32 2-seater, gets; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C3018)

1949 1½-litre M.G. saloon, black with red upolstery, excellent condition throughout; price £545.—F. Dodson, Ltd., Sackville Garage, Middlesex Rd., Becht-on-Sea, Tel. 248-00. (C3043)

1937 M.G. 2-litre d.h.c., sound condition throughout; £195.—Grosvenor Motors (Manchester), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2204. (C2076)

JACK ROSE, Ltd. (M.G. agents and stockists)—1953 M.G. T.D., British racing green, almost unmarked and as new, owner abroad; £615.—Stafford Worthington, Surrey, Wallington 6677. (3056)

1936 M.G. Magnette K.N., perfect condition, superb performance, recent complete engine overhaul, new tyres, springs, shock absorbers, £185 offers. Tel. Welwyn Garden 1043. (5005)

PORTLAND SPORTS AUTOS offer 1952 model M.G. T.D. v. good, low mileage; £325.—Meadowhead Garage, 186, Meadowhead, Sheffield 6. Tel. 45212. Exchanges and terms, open Sunday. (5022)

1953 (April) M.G. T.D. sports 2-seater, one owner, 8,000 m., only, red, beige leather, immaculate throughout; £630.—Gordon White & Co., Ltd., Great Cross 2077. (1456)

XXX Magnette 1954 (March) saloon, 2,000 miles only, metallic green with green leather, heater, appearance quite indistinguishable from new, written guarantee; £295; terms, exchanges.—H. F. Edwards, 20, Great Portland St., W.1. Laingham 0012. (C3042)

1949 M.G. T.C. red 2-seater, Marshall Nordeck supercharger, special rear wheel, special shock absorbers, loose covers, win fog lamps, twin horns, excellent mechanical condition and appearance; £475.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

MANCHESTER—M.G. T.D. 2-seater, 1953 (July), small mileage, one owner, red with beige interior o.s. tyres, safety tubes, unrolled condition, taxed December, bargain; £600.—Offered by the old-established engineers, Wilbraham Garage, 613, Wilbraham Rd., Chorlton-cum-Hardy, Manchester, Chorlton 1012 (after hours, Sale 3154).

BARTLETT, M.G. 1953 T.D. 2-seater, 12,000 miles, Laystall-Lucas head, H.C. pistons, special manifold large-bore carburetors, special Lucas P.700 headlamps, 4.875 special ratio, Andre telecontrol on rear, plus Andre S.A. twin Marchal head lamps, loose covers, etc., etc.; perfectly maintained and in super condition throughout; £625.—27a, Pembroke Villas, W.11. Bay. 0523. (C1013)

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash R prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Nearest Underground, Dollis Hill, Stn. (W4017)

FAIRFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. (10696/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
THE CAR MART, London, wish to purchase M.G. cars—322, Streatham High Rd., S.W.16, Streatham 0054. (0966/R)
URGENTLY required, 1947-53 M.G. 1½ saloons—Gibbons Sports Car (Christchurch), Ltd., Lyd-hurst Rd., Christchurch, Hants. Tel. 1691. (1972)
PERFORMANCE CARS urgently require M.G.s—Great West Rd., Brentford, Middlesex. (8841)
C.N.K. MOTORS require M.G.s particularly V.A. T.B. and T.C. models—353, Finchley Rd., N.W.4. Hampstead 5712. (W1052)
SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all M.G.s—Wembley 8691/3903. (W4015)
XXX good M.G. cars—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

M.G. Spares and Service
TOULMIN MOTORS, Official stockists.
SPECIALIZE in M.G. and M.O. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magette exchange service, dynamo, starters, crank shafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker valves, guides, springs and ratchet sets with full range of M.G. spares always available; we specialise in racing spares. Write or Tel.
TOULMIN MOTORS, 545, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2235 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0849/R)

W. JACOBS & SON
WE specialise in spares and repairs for all models of M.G. cars.
W. JACOBS & SON, Mill Garage, Chiswell Rd., South Woodford, E.18. Wanstead 7785-4. (0496)
HAMMERSMITH, W. & A. Rogers Garages, Wellesley Ave., Riv. 2644—Sales and Service. (83054)
PERFORMANCE CARS—M.G. sales, service, spares, repairs—Great West Rd., Brentford, Middlesex. (8841)
UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside factory—7, Lertford St., London, W.1. Gro. 4141. (0504/R)
HARDSURFACED rockers 6/- exchange, bushes 6/-, guides 4/-, many other spares—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8489; open Sunday mornings. (M4067)
V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, rockers, brake linings and cables for stage 1 and II. Laystall Lucas cylinder heads, petrol tanks, fold-flat windcreens, silencers and exhaust systems—159-161, London Rd., Kingston 5621-2. (81071)

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3053. (0435/R)

MORGAN
WM See Welbeck Motors, Ltd., advertisement under Morgan in "New Cars" section of this issue. (C0409)
COACHCRAFT offer:—
£465 o.n.o.—Plus Four (Vanguard engine) 4-seater sports, registered February, 1953, 9,500 miles only, spare unused, practically as new, 3 months' mechanical guarantee; terms and exchanges—Coachcraft, Elm Rd., Evesham, Tel. 5539. (C1055)
PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 Morgan drop head coupe; £385.
1939 Morgan 44, Coventry Climax engine, red; £255.
1937 Morgan 44, Climax engine, blue; £199.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C0306)
395 gns.—Morgan 4/4, 1949 10hp drop head coupe, blue, black leather, exceptional, terms, ex-changes.—Rowland Smith, below—
295 gns.—Morgan 4/4, 1947 10hp sports 2/4-seater, ivory good tyres, excellent condition; terms, ex-changes, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1951 (Sept.) Plus 4 2-str. special body, one owner, well maintained, £450.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (5316)

£165—1957/8 Morgan 4/4 sports 2-seater, runs well, the biggest bargain ever; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1954 (March) Morgan Plus 4 2-seater, 1,000 miles only, finished black, as brand new, taxed.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station N.2. Tudor 2501-2. (C3018)

1954 Morgan Plus Four 4-seater, 4,000 miles, under-5000, tonneau covered, tuned engine and many extras; £215. Fryer, 21, Garterhatch Rd., Enfield, Howard 2336. (4062)

MORGAN Plus Four coupe, registered June, 1954, mileage only 650; £695; excellent opportunity to secure a new car at greatly reduced price.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (5317)

Morgan Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan's—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)
S LOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden N.W.10. Willesden 408. Nearest Dudden Hill Station. (W4017)
SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Morgans—Wembley 8691/3903. (W4015)

Morgan Spares and Service
MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (10514 R)

MORRIS MINOR
E M.A., Ltd., Southsea.

1951 Morris Minor tourer, colour black and fawn, 15,000 miles; £465; taxed.

1951 Morris Minor saloon, green and fawn, moderate mileage; £425.

E M.A., Ltd., Rovers Group Distributors, Grove Rd., South, Southsea. Portsmouth 2166. (3849)

WARWICK WRIGHT, Ltd., offer:—

1953 Morris Minor convertible, blue, 20,000 miles; £495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9712. (C4045)

278 miles.—Morris Minor 2-door de luxe saloon, grey and red leather, heater, over-riders.

1860 miles.—Morris Minor 2-door saloon, green, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5011)

1947 Morris Minor 4-door sliding head saloon, black, brown interior; £575.

PARKERS, Ltd., Bradshawgate, Bolton 4030. (5066)

1949 Morris Minor convertible, one owner, in excellent order throughout; £595.

L YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.15. Mountview 4401. (C2058)

MORRIS Minor '44 tourer, rec. overhaul, 40 mpg; £65. o.n.o.—16a, Thicket Rd., Anerley, S.E.20. (4906)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. (C4025)

1950 Morris Minor tourer, finished black, new hood, excellent condition throughout; £410.

1954 Morris Minor 4-door saloon, 100 miles on 7.

1950 Morris Minor saloon, nice order; £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

1953 (July) Minor, as new, one owner, grey; £565. Modern Cardays 153, Ealing Rd., Wembley, Middx. Tel. Wembley 1020. (5249)

1953 Morris Minor convertible, indistinguishable from new; £535; consider larger car.—45, Shirehall Park N.W.4. Hendon 1648. (8047)

1951 (June) Minor convertible, heater, one owner, guaranteed 100% mechanically perfect; £450.

380 gns.—Morris Minor tourer, November 1949, re-sprayed, reconditioned engine, genuine excellent condition. Woodstock 397, after 5. (5171)

1954 (May) Minor saloon, birch grey, red interior, 580 miles, as new; £655.—Robbins, East Putney, Tel. 4561. (C3010)

1953 Minor 2-door saloon, chy. one owner, 7,000 miles; £565.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

1954 Minor export model de luxe saloon, green, heater, leather, overriders, etc., 6,000 miles, available London beginning August; £595.—Box 55, Malden, S.W.19. (5196)

1949 (September) Morris Minor, 2-door one owner, 27,000 miles.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Hillside 1043-3. (5050)

TWIN carburettor conversion, H/C head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time.

1953 (late) Morris Minor tourer with complete conversion; £595.

1953 (December) Morris Minor tourer, complete conversion; £625.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1098)

1950 Morris Minor saloon, maroon, 27,000 miles, one owner, going abroad; quick sale, £415.

1951 Morris Minor saloon de luxe, low mileage, immaculate condition; £485; 3 months' written guarantee.—Brown's Garage, Loughton (Essex). (C1034)

1952 (December) 2-door saloon, green with leather upholstery, guaranteed only 10,000 miles, one careful owner; £525.—Campbell Symonds, Wexley, Essex. (C1037/1)

1953 2-door saloon, grey, red upholstery, heater, demister, genuinely indistinguishable from new; £545.—Economy Car Service, Rickmansworth, Tel. 5326. (5195)

MORRIS Minor convertible, March, 1954, birch grey/red under 5,000, most carefully used and run in, never exceeded 45mph, 47mpg, taxed; £575.—Box 6471. (5183)

1950 Morris Minor saloon, finished in blue, one owner, engine overhauled, fitted heater, taxed till December; £495.—Aldington Motors, Ltd., Wellesborough Rd., Northampton, Tel. 31066. (5071)

1954 Morris Minor, travellers car (shooting brake), reliable mileage, offered for sale through exceptional circumstances, fully guaranteed; £695.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. (5209)

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Morris Minors with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. (C3022)

395 gns.—Morris Minor 1950 saloon, black, fawn upholstery, one owner, very good condition; choice of Morris Minors; terms, ex-changes, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1951-2 Morris Minor convertible, fitted radio heater, twin carburettors, windscreen washer, twin tone horns, spot lamp, reversing light, many other extras; 7,000 miles, heater, £569, approx. £200 worth of extras; price £555.—P. Dodson, Ltd., Sackville Garage, Middlesex Rd., Bexhill-on-Sea, Tel. 2362-3. (5056)

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloon, chy. grey/red leather, 7,000 miles, heater, £569, 1952, grey/brown, 4-door, low mileage, £529; 1949, silver/beige, maroon/beige, choice two, £439; 1953 convertible, grey/red, low mileage, heater, radio, £489; 1951, green/beige, £399.—Three months' guarantee, terms, ex-changes; lists—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

MORRIS MINOR
1949 model, excellent condition, one owner, 33,000 miles, new engine at 24,000, tyres practically new, taxed and December, insured and May; cash £440.—Lampson, 65, Broadway, Coventry CV2 3SE, week-end of July 9, at 5, Wilton Place, S.W.1. Sloane 5718 and Sloane 5707. (1941)

Morris Minor Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Minor—5, Brue Court, Kingston Hill, Surrey, Tel. Hill 2768. (W2027)

RICHARDS & CARR buy Morris Minor—35, Kinneret St., London, S.W.1. Sloane 5424. (W3045)

THE CAR MART, Ltd., London, wish to purchase Morris Minor cars.—329, Euston Rd., N.W.1. Euston 1212. (0710/R)

TOP price paid for Minor or similar type car, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3018)

MORRIS EIGHT

S LOCOMBES, Ltd.

CHOICE of 3 Morris 8s as follows:—

1938 4-seater saloon; £165.

1947 series E saloon, black and brown; £365.

1947 Series E saloon, new engine; £375; part ex-changes, motor cycles with pleasure; easy terms arranged. WOOD GREEN, Finchley Showrooms, Dudden Hill Lane, Willesden, N.W.10, adjacent Dollis Hill underground station, Willesden 4869. (C4017)

S offer:—
1939 series E saloon, outstanding condition; £255.

1939 series E 4-seater tourer, reconditioned, new hood and screens, immaculate condition; £245.

1938 4-door saloon, excellent condition throughout; £195.

1938 2-door saloon, excellent condition; £190.

1938 4-seater tourer, choice of two, both outstanding; £185.

1937 4-seater tourer, excellent condition throughout; £145.

EVERY car is thoroughly checked in our workshop and is guaranteed for 3 months; hire purchase and exchanges.

S G.A. MOTORS, Morris 8 Specialists, 14, Atherton St., Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 5208. (C4063)

£185 (11)—1938 Morris 8 saloon, excellent condition throughout, choice 5.

L AMBS & COCK GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1947 Morris 8 de luxe, excellent condition throughout, fully guaranteed; £375.

L YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.15. Mountview 4401. (C2058)

1947 Morris 8 2-door saloon, black, excellent condition throughout; £325.

M AGDALE MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common S.W.18. Battersea 5573 and 7673. (C3065)

1936 Morris 8 saloon, leather; £125.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5267)

1947 Morris 8 sun saloon, guaranteed; £285; ex-changes, terms.—Palmer, 5, Russell Gardens, Mews, Kensington, W.14. Park 9704. (C3094)

1939 Series E Morris 8, in outstanding condition; £245.—Kirkdale Cars, Coobs Corner, Sydenham, S.E.16. Sydenham 6129. (C2086)

MORRIS 8, 1955, chrome and cellulose in exceptional condition, heater, Windtones, spot, Perspex screens, good tyres, £150.—Croydon 1259. (4965)

MORRIS 8 1949 series E, post-war engine, immaculate condition, any trial; £275, o.n.o.—6, Freeland Rd., Ealing, W.5. (4929)

£85 deposit.—1959 series E, immaculate condition throughout, excellent mechanical condition, tyres nearly new, taxed year; £245 cash.—Fit 0099. (5262)

1947 Morris 8 2-door de luxe saloon, unmarked, inside and out, factory reconditioned engine, recorded mileage 32,600, taxed; £345.—Coles, Croydon 0075. (5306)

£60 deposit.—Morris 8hp 1958 model, immaculate condition throughout, excellent mechanical condition, tyres nearly new, taxed year; £175 cash, terms and ex-changes.—Tudor 8073/Fit, 0295. (5261)

1948 Morris 8hp Series E saloon, grey with black wings, one owner, low mileage, taxed until December, in outstanding condition; £375.—Aldington Motors, Ltd., Wellesborough Rd., Northampton, Tel. 31066. (5072)

145 gns.—Morris 8, 1953 de luxe saloon, maroon, sliding head, maroon leather, good condition, choice of 4 Morris 8s; terms, ex-changes, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Morris Eight Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIDE & CLARKE, Ltd., the car buyers.—Morris 8s purchased for immediate cash, buyer will call.—Tel. Brixton 1791, 158, Stockwell Rd., London, S.W.9. (W3068 P)

MORRIS TEN

1938 Morris 10 saloon; £195.

1946 Morris 10 saloon, rebored; £355.

1947 Morris 10 saloon; £255.

1939 Morris 10 saloon; £245.—Montrose Motors, Epping New Rd., Buckhurst 1171. (5266)

1947 (series) saloon, black/brown leather, one owner, reconditioned engine, 5,000 miles; £385.—Robbins, East Putney, Tel. 4561. (C4010)

1948 Morris 10 saloon, good condition, any trial; £315, ex-changes, H.P.—11, Perrywood, Prestwich, Manchester, Fre. 2153 2057. (5151)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

1939 Morris 10 saloon, heater, exceptional condition; £250.—Allery Automobiles, 68, Hill Rd., Wimbledon, 3845. (C255)
 1939 Morris 10 series M good condition, overhauled, £215, evenings.—20, Morton Close, Clarence Ave., S.W.4. (C255)
 1948 Morris 10 de luxe, sliding roof, black and brown, immaculate condition; £375.—Haskins, Ladbroke 1155. (C3027)
 1947 Morris 10 de luxe saloon, one owner, black, excellent condition throughout; £365.—Harold Harding Motors, 645, Garratt Lane, Earlsfield, S.W.17 (15 minutes Waterloo). Tel. Wimbledon 0607. (C2527)
 1947 Morris 10 saloon, black with brown interior, one owner since new, exceptional condition throughout, replacement engine fitted; £375.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

Morris Ten Cars Wanted

MORRIS 10hp wanted, post-war.—6, Rodmorton Mews, off Baker St., London, W.1. (W2066)
 PRIVATELY owned Morris 10—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10—Hamstead (Tube), N.W.5 Ham 6041. (W4018/R)
 PRIDE & CLARKE, Ltd., the car buyers.—Morris 10s purchased for immediate cash, buyer will call. Brixton 1791. 153, Stockwell Rd., London, S.W.9. (W3068/R)

MORRIS TWELVE

MORRIS 12, 1936 saloon, £125 o.n.o., gd. cond.—7, Willis Crescent, Hounslow. (S196)
 1939 Morris 12, spotless appearance, recent reconditioned engine; £265.—Kirkdale Cars, Cobles Corner, Sydenham, S.E.26 Sydenham 6129. (C2068)

MORRIS FOURTEEN

1954 Morris 14, 1958 de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4016)

MORRIS OXFORD

CAR MART, Ltd.
 1953 Morris Oxford saloon; £645.—Car Mart, Ltd., 532, Streatham High Rd., S.W.16, Streatham 0054. (C1059)
 RAYMOND WAY.
 RAYMOND WAY of Kiburn, the hire-purchase specialists.

1950 Morris Oxford saloon, original coachwork unmarked, brown leather interior, new engine fitted, mileage to date 8,500, taxed Dec., 30 m.p.g.; 469/95.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kiburn, N.W.6, Maids Vale 6044 connecting all branches and departments (Kiburn Park Station, Bakerloo line, 50 yards). (C4047)

MIDDLESEX MOTORS offer:—

1951 Morris Oxford saloon, blue; £550.

1952 Morris Oxford saloon, green; £625.

1952 Morris Oxford saloon, grey; £625.

1953 Morris Oxford saloon, grey; £675.

1953 Morris Oxford saloon, black, 4,000 miles, heater, radio, covers; £705.
 ALL these cars carry British Motor Corporation 4 months' guarantee.—Station Rd., Epsom, Tel. 3022. (S211)

HAROLD SIMONS, Ltd., offer:—

1953 Morris Oxford saloon, 4,000 miles, as brand new throughout; £685; trade enquiries welcomed; 3 months' written guarantee, service after sales exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. (C4063)

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Oxford de luxe saloon, grey, 500 miles only, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros, 4772-3. (C3051)

ENGINES—RECONDITIONED, Ltd., offer:—

1951 Morris Oxford saloon, 27,000 miles only, fitted with heater; £525.—353, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. (C2070)

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1953 (March) Morris Oxford de luxe saloon, in black with red leather upholstery, fitted heater, overriders, twin visors, cigar lighter, etc., in almost new condition; £665.

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. (C5044)

1954 Morris Oxford series II black saloon; offers.—Wandsworth 2864. (S485)

1954 Series I Oxford, heater, under 5,000 miles, immaculate; £695.—Western 9641. (C1069)

1949 Morris Oxford saloon; £435.—Montrose Motors, Epping New Rd., Buckhurst 1171. (S285)

1951 Morris Oxford, black, one owner; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

£750—1954 (April) Morris Oxford series I de luxe saloon, black, red upholstery, recorded mileage 1,700, heater, taxed December, completely as new.—1952 Morris Oxford, Clarendon grey, red upholstery, fitted heater, radio, loose covers, a most attractive car in immaculate condition, Bucks. Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1951 Morris Oxford saloon, one owner, 15,000 miles, as new; £525.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mel. 6109. (C4053)

1954 Morris Oxford saloon (latest type), 100 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1, Tel. Sloane 3557. (C3006)

MORRIS OXFORD

1953 Morris Oxford sal., black red leather, one owner, 7,500 miles, radio, heater; £675.—May, 3051. (C250)

1952 (Oct.) Morris Oxford, grey, leather, radio, demister; £565.—Shepperton Garage, Station Approach, Shepperton, Middx. Tel. Walton-on-Thames 241. (C2057)

1953 Morris Oxford, black, 8,000 miles, new condition; £645; written guarantee.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex, Walsley 6645/4407. (C2057)

ARCHIE SIMONS & Co., Ltd.—1953 (Oct.) Morris Oxford saloon, colour black/red leather, fitted built-in radio, heater, one careful owner only; £665.—34, Gt. Portland St., W.1, Lan 1343. (C4013)

1954 Series I Morris Oxford saloon, Clarendon grey, heater, 1,900 miles, in absolutely new condition throughout; £665; part exchange welcomed.—Coles Garages Ltd., 42, Worpole Rd., Wimbledon 0195. (C1054)

1953 (October), one owner, 12,448 miles guaranteed, Oxford de luxe black saloon with red leather, unmarked inside and outside, spare unused, taxed year; £650.—Horley (Surrey) 628. (C4020)

1952 Morris Oxford saloon, bank manager's car, beautifully maintained; £565.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1, Sloane 5213. (C4056)

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloon, black/red leather (12,000 miles, heater), grey/red (low mileage, heater, one owner); choice two from £629; 1949 maroon/beige, £429; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Morris Oxford Cars Wanted

GOOD Oxford wanted; immediate cash.—Lib, 1604 or Vig. 8978. (W5046)

TOP price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars; 382, Streatham High Rd., S.W.16, Streatham 0054. (W1071/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hamstead (Tube), N.W.3. Ham, 6041. (W4018/R)

MORRIS SIX

NEWHAMS, Ltd.

1950 Morris Six saloon, one owner, excellent condition; £425.—Hammer Smith Rd., London, W.6. Riverside 4646. (C3024)

NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3. Ham, 6041. (W4018/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3. Ham, 6041. (W4018/R)

MARSTON MOTOR CO., for your Morris, Ltd., 8, 8000, Seven Sisters Rd., Tottenham, N.15. (C098/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Morris.—Wembley 8691/3903. (W4015)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3. Ham, 6041. (W4018/R)

MARSTON MOTOR CO., for your Morris, Ltd., 8, 8000, Seven Sisters Rd., Tottenham, N.15. (C098/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Morris.—Wembley 8691/3903. (W4015)

Morris Spares and Service

KINGSTON-ON-THAMES, Morris agents and specialists.

G. W. WILKIN, Ltd., 1 Weston Park, and 84, Eden St., Kin. 2241-2. (S4053/R)

MORRIS spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1852. (S042/R)

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. (0917/R)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., W.15. (C202)

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0937)

NASH

SWANMORE GARAGE, Ltd.

1951 (November) Nash Ambassador super American luxurious six-seater saloon, exchanges and terms; £1,475.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth, Tel. South-bourne 43344-43345. (C4024)

Nash Spares and Service

REPAIRS, reasonable prices! Gears, set seat covers from £9; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0993)

OLDSMOBILE

DISTRIBUTORS (RAWLENC), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey, Tel. 330-1. (0217/R)

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4026)

OLDSMOBILE registered 1951, Hydramatic, fitted radio, heater, Screen-clean, air conditioning, cigarette lighter, electric clock, immaculate condition, black/grey, moderate mileage; £1,375.—Carmo, Primrose 0141. (S191)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). (0576/R)

OLDSMOBILE 4-door saloon, l.h.d., 1947, 50hp, 6-cyl., taxed for year, Hydramatic drive, no clutch gear changing to do, but with grey upholstery, fitted plaid washable waterproof covers, radio, heater, air conditioning, spotlights, parking light, Ace Rimble-lashers, etc., well cared for and is a specimen car; any trial or exam, invited; £695.—For appointment phone Ruislip 5846. (S242)

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2 Lexington St., W.1, Gerrard 8600. (0627/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. (W4015/R)

DISTRIBUTORS (RAWLENC), Ltd., Blindley Heath, nr. Lingfield, Surrey, Tel. 330-1, Will buy post-war and pre-war models at good prices. (0113/R)

Oldsmobile Spares and Service

REPAIRS, reasonable prices! Gears, set seat covers from £9; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0946)

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944. (0526/R)

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hamstead (Tube), N.W.3. Ham, 6041. (W4018/R)

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage A Lane, Manchester, 19. (0513/R)

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. (0067/R)

REPAIRS at reasonable prices! Guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion, £9.5; set loose covers £5/15; mudguards, spares by return post; quotations without obligation. Opels bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. (0240)

PACKARD

ACRES offer:—

1947 registered Packard 2-door Clubman foursome coupe, finished Oxford and Cambridge blues, absolutely sound throughout and in magnificent condition; £425; part exchanges welcomed.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

JOE THOMPSON (MOTORS), Ltd., offer:—

1953 Packard Clipper, 3,000 miles, 4-door saloon, radio and heater, dark blue.

1939 Packard 6-cylinder black; £350.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4023)

1939 Packard 30 saloon, guaranteed; £195; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. (C3026)

1953 Packard Super 8, October, 1938, 32.5hp de luxe 7-passenger limousine, black, front leather, rear fawn cloth, wide face forward occasional, winding division, Marchal head lamps, excellent condition; cost £1,595; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3. Ham, 6041. (W4018/R)

LEONARD WILLIAMS & Co., Ltd.,

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (0191/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER 1937/8-9 super-8 Partitioned Limousine, Required—Privately owned, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. (C4023)

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (0469/R)

REPAIRS, reasonable prices! Gears, set seat covers from £9; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0994)

PARAMOUNT

1951 (May) Paramount coupe de luxe, one owner, spotless condition; new hood and carpets; £550, o.n.o.—Apply Crossman & Co., Solicitors, Thornbury, Bristol, Tel. Thornbury 2278-9, after 5.30 p.m. Thornbury 2288. (1494)

PEUGEOT

1952 (July) 203 saloon, r.h.d., 9,000 miles; £695.—Mansfield Autos, Ltd., Euston 2587. (C3001)

203 sun roof saloon, 1951 (probably 1952), 1,290cc, 30-35 per saloon, fast, overdrive, exceptionally attractive body in two-tone colour, outstanding road holding; a 203 model won the 1953 Monte Carlo Rally; £520. Hire finance exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pro. 6159. (14663)

Peugeot Spares and Service

REPAIRS, reasonable prices! Quotations free. Cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0543)

PONTIAC

ACRES offer:—

1947 Pontiac, right-hand drive saloon, radio and heater fitted, turquoise green in two-tone colour, 42,000 miles only, in immaculate condition; £650.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clepham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC

HAROLD SIMONS, Ltd., offer:—

1950 November, registered Pontiac drop head four-door, electric top, radio, heater, superb mechanical condition; excellent car for continental holiday; £595; trade enquiries welcomed; 3 months' written guarantee, service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes' Trolley East Finchley Tube). Pontiac 0052-53. [C4065]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialist; full list see "American Cars." [C4015]

PONTIAC 1953, first registered October 53, guaranteed mileage 2,500, f.h.d., all extras, absolutely as new, reasonable price.—Mellor, Victoria Works, Harrogate, Wetherby, Tel. Newcastle-under-Lyme 69877. [C4067]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 9891/5903. [C4015/R]

Pontiac Spares and Service
FOR Pontiac repairs and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [C4017/R]

REPAIRS reasonable prices! Gears, set seat covers, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [C0985]

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 9011. [C2015]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361. Specialists in Porsche repairs and service. [C0629/R]

RACING CARS

CHIPSTEAD MOTORS, Ltd., offer:—

FRAZER NASH Le Mans Replica, 1950-1, mileage approximately 6,000, fully road equipped, special 6 branch exhaust, chrome plated wheels, all ready for season.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars.

FULL racing equipment Cooper Mark V, ex-Ken Wharton, 2 engines, quick lift jack 3 extra fuel tanks, 8 racing Dunlops and tubes, lovely V8 shooting brake, Cooper trailer, £535, or exchange A90 convertible and cash.—Box 6394. [C4946]

PERFORMANCE CARS Racing Section.—Anton Martin, 2-litre Speed model, £595; Maserati 4C.L.T., £995; Maserati 2.9, £645; M.G. K.3, ex-works, £295; Cooper Lea-Francis 1500, £695; Fraser Nash Mille Miglia, £1,495; Ford 10 supercharged single-seater, £1,145; Cooper 500, £245.—See also under "Sports Cars."—Great West Rd., Brentford, Middx. Ealing 9841. [C5041]

RAILTON

RAILTON Cobham, 1939, excellent car, sale or exchange, suitable Bentley, Fraxer Nash 326, Merc, or similar.—Box 6401. [C4947]

ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines. Tate Gallery 0192 and Vandeyke 5181. [C0333/R]

RAILTON Cars Wanted

REQUIRED, really good Raiton.—Edwards, Amhurst Lane, Harpenden, Herts. Harpenden W2000 [C2000]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [C4021/R]

GATEHOUSE offer:—

1949 Renault 8; £315.—Gatehouse Motors, Ltd., Highbury Village, London, N.6. Tel. Mountview 4444. [C2021]

H. BEART & Co., Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1081]

WELHAM'S RENAULT SALES & SERVICE, Surbiton, Elmbridge 1875, offer:—

1954 Freigoli 2-litre saloons; £1,175. [C4070]

1954 750 saloon de luxe; choice of 4; £599. [C4070]

1953 750 saloon de luxe; £520. [C4070]

1952 750 saloon de luxe; £480. [C4070]

RENAULT 1953 750 saloon, 11,000 miles, one owner, a Demophilus look, Hovers, grey; £495.—Bartlett, 27, Pembridge Villas, W.11. [C1013]

1700 miles.—746cc saloon, superb and unmarked; £545.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 8424. [C0645]

1954 (July) 750 sal., mileage 200; £575.—Nixon's Garage, Hassell St., Newcastle, Staffs. [C5121]

1939 8hp Renault saloon, exceptional condition, powder blue, heater; £185.—S, Station Path, Staines, Middlesex. [C5089]

1949 Renault 8.3 4-door de luxe saloon, genuine low mileage, exceptional condition; £345.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

1953 Renault (R.U.C.) 750cc saloon, small mileage, taxed year, R.A.C. exam. invited; £470; exchanges, h.p.—11, Perryemead, Prestwich, Manchester, Prestwich 2097. [C0985]

ARCHIE SIMONS & Co., Ltd.—1952 Renault 750cc 4-door saloon, colour blue, in exceptionally nice condition in every way; £465.—94, Gt. Portland St., W.1. Lan. 1343. [C0913]

RENAULT

RENAULT £750, as brand new, delivery mileage only, changed circumstances, enforced sale; £590. Col. 5658 (Manchester), Hodkinson.

1953 Renault 750 saloon, in special shade of blue, 5,000 miles, four-cylinder engine, twin carburetors, special exhaust; cost £740, our price £595, plus Morris & Co., 29-31, Edgware Rd., Marble Arch, W.2. Regent 0424. [C4979]

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [C4070/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube) N.W.3. Eam. 6041. [C4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [C0911/R]

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears set cover from £5/15; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [C0941]

RILEY

PC

PERFORMANCE CARS ANNEXE NUMBER 2—Good selection of guaranteed Rileys; we select from 150 cars:—

RILEY 16.4 Kestrel saloon, 1938, £295; Riley 15/6 Adelphi saloon, 1938, £265.

RILEY 11½-litre saloon, 1957, £265; Riley 9 Monaco saloon, 1957, £275.

RILEY 9 Monaco saloon, 1956, £255; Riley 9 Victor saloon, 1957, £195.

RILEY 11½-litre Merlin saloon, 1955, £145; Riley 11½-litre Falcon saloon, 1957, £145.

RILEY 9 Merlin saloon, 1955, £145; Riley 9 Monaco saloon, 1952, £65.

RILEY 11½-litre Lynx tourer, 1936, £375; Riley 11½-litre Nuffield saloon, 1939, £295.

IMMEDIATE hire purchase, insurance and part exchanges, see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C0341]

GORDON & GLYNN

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£235—1936 11½-litre Adelphi, in really splendid order throughout, taxed year and requiring no further outlay.

£185—1936 9hp Merlin, a very smart and economical specimen, taxed year.

£150—1936 9hp Merlin, similar to the above, but the paintwork is not so smart.

£150—1934 9hp Falcon, a rare and beautiful little car in outstanding condition.

£135—1934 9hp Monaco, a smart and reliable car, manual gear box, resprayed grey with green wheels.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane Sq., S.W.1 (3 minutes Sloane Square Tube), Sloane 4226/4426. [C2075]

RILEY CARS offer:—

1954 11½ available from stock.

1951 2½, black brown leather, heater; £775.

1953 11½, black, green leather, heater; £950.

1952 11½, grey, maroon leather, heater; £550.

1952 11½, black, maroon leather, heater; £925.

55-56 Fall Mall, S.W.1, Tra. 7311. [C5076]

MAIDSTONE ENGINEERING Co.

1949 Riley 2½-litre sportsman's saloon, finished in red and black, with a splendid black and red leather interior, fitted H.M.V. radio and excellent tyres, a genuine low-mileage, one-owner car in far-above average condition throughout, taxed yearly; £595, usual address.

CROSS ST. Pendleton, Salford 6, Manchester. Pen. 8457. [C5000]

BOON & PORTER, Ltd.—Distributors.

1952 2½-litre saloon, maroon, heater, one owner; £895.

1949 11½-litre saloon, maroon, 4,000 miles since new engine; £615.—Cathlam, S.W.13 (by Hammersmith Bridge), Riverside 4444. [C1022]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

DEC. 1950, Riley 2½-litre saloon, colour black with red leather upholstery, 24,000 miles, one owner since new; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 11½-litre, black/green, heater; £1,205.5/10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

1949 Riley 11½-litre, black, radio, heater, one owner, from new; £595.

1951 Riley 11½-litre, maroon, beige leather, 20,000 miles only, perfect order; £775; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinxley, Leics. Tel. 558. [C4954]

1953 (July) Riley 11½-litre saloon, black, heater, one owner, 9,000 miles; £995.

RIPCO, Ltd. (Riley purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [C0978/R]

1936 Riley 9, good condition and appearance; £175.—54, Elgin Rd., Seven Kings, Essex. [C5143]

1948 Riley 11½-litre, 31,000 miles, exceptional condition; £575.—Beckenham 6277, after 1 p.m. [C4605]

1954 Riley 11½-litre saloon, 1,800 miles; £1,125.—Offords, 67, George St., W.1. Wel. 6899. [C5206]

RILEY

£99—1954 Riley Monaco, excellent runner, choice of two.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C4022]

1952 Riley 11½-litre saloon, 25,000 miles, one owner; £650.—Offords, 67, George St., W.1. Wel. 6899. [C4022]

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 5348. [C0079/R]

G & M ALFRED'S (1950), Ltd., 1946 11½-litre Riley saloon.—6-7, Warren St., W.1. Euston 3268. [C1005]

1953 11½-litre Riley, 7,000 miles, as new; £850.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5571. [C3006]

£485—1947 11½-litre sports saloon, black, brown leather, tyres almost new, beautiful car in superb order.

B. BRIDGE NGLASS, Bugatti Sales & Service, 2, Pembroke Bridge, W.11. Bayswater 3951; after 6, Tulse Hill 4755. [C2009]

1953 Riley 11½-litre saloon, black, radio, heater, some covers, one owner. £595.—Oscott Motors, Ltd., Barnett 1144. [C3028]

£220—Riley 9 Kestrel 1936, S.K. engine, thorough overhaul, well kept; £260; bills.—Barnon, 15, Edith St., Middlesbrough. [C5111]

1948 11½-litre Riley, one engineer owner, new fawn cellulose private sale; £535.—56, Abchurch Lane, E.C.4. [C5112]

£485—Riley 11½-litre 1946 saloon, one owner.—Ashford-Pleat, The Cottage, Mentmore, Leighton Buzzard. [C5104]

1952 (model) Dec., 1951, Riley 2½-litre saloon, grey, red leather, 25,000 miles, perfect throughout; £500, below.

1950 (March) Riley 11½-litre saloon, black, brown leather, one owner, as new; £695, below.

1949 (March) Riley 11½-litre saloon, green, green leather, perfect; £600.—Gibson Sports Cars (Christchurch), Ltd., Londhurst Rd., Christchurch, Hants, Tel. 1681. [C5062]

1949 (February) 11½ black saloon, exceptional condition, taxed till December; £550.—Spence, 10, St. John's (Surrey) 628. [C4020]

1939 Riley 11½-litre saloon, sound condition, regular maintenance, two owners; £260.—Laidlaw, City Rd., Newcastle-upon-Tyne, Tel. 27654. [C5064]

1947 Riley 2½-litre saloon, black/green, excellent condition throughout; £465.—Dobson, Ltd. (Riley Agents), Staines 801. [C5107]

£485—1947 11½-litre black heater, new clutch, gearbox, suspension, steering, tyres.—Uxbridge 5240, Extn. 240. [C5142]

1949 (August) Riley 2½ saloon, one owner, new chassis, genuine like new; £675.—Aulton, Ltd., Winchester, Tel. Winchester 4534. [C1010]

225—Riley 1938 model 11½-litre Falcon saloon, sliding head, leather, preserver, very good condition; terms, exchanges.—Rowland Smith, below.

145—Riley 9 late 1932 Gamecock sports 2-seater, ivory, green leather, very good condition; terms, gear box, 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£180—Riley Kestrel, 1956, attractive, new Marchal spots, last.—McWilliam, 223, Rednal Rd., King's Norton, Birmingham. [C5135]

JACK ROSE, Ltd., offer:—1953 Riley 11½ saloon, radio and heater, positively unmarked inside and out, spare unused; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5077]

FAIR COUNTRY CARS offer 1954 Riley 11½ Four saloon, in superb condition, overdrive; £275; terms, exchanges.—7, George Yard, Grosvenor, E.C.4. W.1. Mayfair 1151. [C5008]

1948 Riley 2½-litre, 45,000 miles, sliding roof and radio, one owner, exceptional condition; £535.—Smith, 49, Hallam St., W.1. Tel. Gadsby, 5147. [C5147]

£265 1956 Riley 6-light Kestrel sports saloon, cream down, and green, in outstanding condition; £100 down.—Bry, Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1064]

£275—Riley Nuffield saloon, 1939/40, lively and economical, steady 60 p.s.i. in perfect condition, good condition throughout, not a patched-up high mileage car.—Emberbrook 4963, London area. [C4910]

£1065—1954 Riley 11½-litre saloon, March delivery, negligible mileage and condition, new and in every respect, spare unused, tools not yet unwrapped, heater and screen demisting.

£645—Riley drop head coupe (Feb. 1949), very outstanding appearance, coachwork unmarked, special type hood in polyvinyl, heater, spare lights, wing mirrors, delightful order.

£495—Riley saloon, 1947 model, 2½-litre series 2, late 1946 delivery, fitted work's reconditioned engine within the last 8,000 miles, new set of Michelin tyres more recently dark green with green leather.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035]

1949 11½-litre Riley, black with green leather, fitted radio and heater, an immaculate car throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

1953 (June) Riley 11½ grey/red, low mileage, many new Morris Minor; £575.—Mersey Vale, Hartford, Northwich, Cheshire. [C5155]

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment. Tel. or write Coventry Motor Mart Ltd. Coventry 2146-7. [C0446/R]

RILEY 11½-litre sports saloon '46, excellent condition, has just been repainted in two colours black and green, exceedingly smart; £480.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. [C1041]

1950 (March) Riley 2½-litre saloon, finished black with brown, in excellent condition throughout; £695, trade and part exchange enquiries invited.

G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tube H. 4488. [C5016]

1952 2½ Riley saloon, in genuinely new condition throughout; specially tuned H/C piston engine ensures 100 mph performance; probably the most immediate example in the country; radio heater, Marchal driving lights, etc. £575. Fully guaranteed for 6 months by Ronald Kent (Coachbuilders), Ltd., Coal Wharf Rd., W.12. She. 2251. [C0226/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1947 Riley 1½-litre saloon, black, excellent condition. £250.
P. T. INWARDS, Ltd., 475, Cranbrook Rd., Ilford, Valentine 1068. (W5034)
1948 (Nov.) Riley 2½-litre saloon, black, brown leather, heater, radio, Scintilla ignition, exceptionally good external and mechanical condition throughout. £225; exchanges, deferred terms.—**John S. Truscott, Ltd.**, 173, Westbourne Grove, W.11. Bay 4274. (C4035)

Riley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley—Hampstead (Tube), N.W.5 Ham. 6041. (W4018/R)
EXCEPTIONALLY high prices paid for Rileys in good condition.—**Harrow 4646.** (W5003)
YORKSHIRE—The Riley Buyers, Barkers of Oakwood, Leeds, 8, Tel. 65-8256/7. (0094/R)
PRE-WAR 1½ or 2 ltr Riley required urgently, stock. Byron 0788, evenings. (2477)

1950 1½ Riley, good condition; no dealers; cash.—**Gladstone 8936** evenings. (4907)

C.N.K. MOTORS require clean pre-war Rileys.—155, Finchley Rd., N.W.3, Hampstead 5712.
PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

RILEY Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (W3018)

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0254. (W4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Rileys.—Wembley 8691/5903. (W4015)

URGENTLY required, 1946-53 Riley 1½-litre saloon.—**Gibson Sports Cars (Christchurch), Ltd.**, Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (3973)

XXX H. Edwards offer immediate cash for good Riley cars.—Details please to: 25, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (W2001)

Riley Spares and Service

RILEY used parts; also saloons.—**Chill Parlor Cafe**, By Pass, Hatfield, Herts. (3217)

FOR Riley service consult the Riley specialist.—**W. T. Mason & Co.**, 2, Ley St., Ilford (Tel. Ilford 0961). (W4072)

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. (0246/R)

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7501. (0258/R)

RILEY distributors for 28 years.—Comprehensive list of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—**Moss's Agencies, Ltd.**, High St., Leamington Spa, Tel. 67. 16622

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—**Carfers Lane, Highgate Rd.**, London, N.W.5, Gul. 5446. (0992/R)

REPAIRS, reasonable prices! Gears, seat covers from £5/15; reconditioned, guaranteed gear boxes (including overdrive), engines, shock absorbers, quotation free; trade discount; cars bought, sold.—**Tarrant & Frazer**, 10, Winchester Mews, N.W.5. Primrose 2647. (0986)

ROLLS-ROYCE

RIPON.

RIPON.

RIPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.
RIPON BROS., Ltd., Huddersfield 7070 (10 lines).
Also Bradford, Leeds and Sheffield. (0905/R)

H. R. OWEN, Ltd.

LONDON'S leading specialist in Rolls-Royce and Bentley cars, offer the following selection:
1952 Park Ward 6-light sports saloon, velvet green with tan hide. £4,850.
1950 Freestone and Webb sports saloon with division, black with beige hide. £4,450.
1949 Hooper touring limousine black with brown hide. £3,250.
1949 Gurney Nutting sedan coupe, black and rouden beige with beige hide, 11,000 miles; £3,950.

1939 H. J. Mulliner Wraith sports saloon, black with grey hide. £2,500.
1937 H. J. Mulliner 25/30 sedan de ville, midnight blue with hide and cloth upholstery; £1,195.

1935 James Young 20/25 sports saloon, black with blue hide. £995.
WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,
 17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3052)

SWANMORE GARAGE, Ltd.

1950 Rolls-Royce Silver Wraith drop head five-seater, one owner; £3,250.
1949 Rolls-Royce Silver Wraith touring owner-driver limousine by Hooper, one owner; £2,875.

1944 Rolls-Royce Wraith owner-driver saloon by Thrupp & Maberly (1940 chassis, not noted body until 1944); £1,675.
1935 Rolls-Royce Phantom II H. J. Mulliner sports saloon with division; £583.

1934 Rolls-Royce Phantom II H. J. Mulliner sports saloon, no division, exceptional car; £695.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth (Southbourne 4354). (C4024)

1934 Rolls-Royce Phantom II 40/50hp, two owners, exceptional; £295.
P. B. BETTINGTON & Co., Ltd., Boston Road Garage, Holbach, Lincs. Tel. 2296/7. (3125)

ROLLS-ROYCE

JACK BARCLAY, Ltd.

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1937 25/30hp saloon with division by H. J. Mulliner; painted black and upholstered in beige leather; 77,000 miles; £925.—**Jack Barclay, Ltd.**, Berkeley Square, London, W.1. Open until 8 p.m. May. 7444. (C1082)

P.B. Ltd., offer:—
1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, semi razor edged, small mileage, in immaculate condition. £1,250.

1935 20/25 Rolls-Royce with owner-driver saloon by H. J. Mulliner, chassis and body in beautiful condition.
1934 20/25 Rolls-Royce saloon with division by Barker, recent overhaul, in first-class condition throughout.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7478. (C5055)

RUSSELL MOTORS offer:—
1937 25/30 Barker owner-driver saloon, exceptional car.
1938 25/30 Rolls-Royce G.Z.R. series Hooper sports saloon, 2½-ltr, heater, screen washers, etc. ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

MANN EGERTON & Co., Ltd.,
1951 Rolls-Royce Silver Wraith Freestone & Webb saloon, black, beige leather upholstery, 26,000 miles. £4,250.
1947 Rolls-Royce Silver Wraith Hooper saloon, leather upholstery, recent maker's overhaul; £2,550.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. (C2006)

MASCOT MOTORS, Ltd., offer:—
1937 30hp Salmon drop head foursome coupe; £1,075.
1936 25hp Windover semi-sports saloon with division; £750.

1935 25hp Gurney Nutting fixed head foursome coupe; £725.
1934 25hp Hooper sports sedan, one owner; £650.

1933 Hooper sports saloon with division; £495.
1929 20hp Windover open tourer; £285.

237-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2.
C.M.I. CAR SALES (Pc. 6623) offer:—

1935 Rolls-Royce 20/25hp Gurney Nutting 4-door sports saloon with boot and sun roof, radio, taxed year; £625.
THREE months' guarantee; terms: list on application.—**Swiss Cottage, Finchley Rd.**, N.W.3. (C1051)

CHIPSTEAD MOTORS, Ltd., offer:—
22hp Southern Replica streamlined d/h coupe, re-cellulosed dual maroon, red leather, Ace discs, bumpers, heater, pass lamps, etc., really attractive Rolls in every way; bargain.
25hp late 1933, Owen Gurney Nutting foursome drop head; this is a very rare and attractive continental body.
25hp late 1934 Park Ward sports saloon, black and blue, major overhaul last year, exceptional condition.
25hp Freestone & Webb semi-razor sports saloon, dual maroon, just fitted reconditioned engine, etc., most attractive car.
VARIOUS other drop head coupes and sports saloons in course of preparation for sale.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

JACK OLDING & Co. (MOTORS), Ltd.,
OFFICIAL Rolls-Royce and Bentley retailers, offer:—
SILVER WRAITH 1952 Park Ward 6-light saloon, two shades of green-green leather, one owner; only 700 miles.
SILVER WRAITH 1949 Freestone & Webb touring saloon with electric division, black/maroon leather, 18,000 miles; £3,250.
SILVER WRAITH 1947 Hooper touring limousine, black/grey leather, 29,600 miles, recent Rolls-Royce hills over £500; £2,750.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 8551-6. (C1029)

BROOKLANDS—Individuality new and used cars.
1950 Rolls-Royce Silver Wraith 4-door sports saloon by James Young, Rolls overhaul, 1950.
1950 Rolls-Royce Silver Wraith d.h. coupe by Hooper.
BUY or sell with confidence. Open 9 until 7.
103, New Bond St., London, W.1. Mayfair 8551-6. (C1029)

1937 Rolls-Royce 25/30 sedan de ville; £850.
1937 Rolls-Royce Phantom III, continental coupe; £795.—**Montrose Motors**, Epping New Rd. Buckhurst 171. (5284)

H. PARSEK!! We have a large selection for sale from £1,150. Attention addressed!!
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Phone, Richmond 1161. (4325)

1928 20hp Rolls-Royce coupe, remarkable value; £175.—**Richards & Carr**, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C5045)

CASSIDY MOTOR MART—1935 Rolls-Royce 4-door sports saloon, black; £575; terms and exchanges.—**5, Warren St.**, W.1. Euston 4110. (C1040)

1933 Rolls-Royce 25 Windover sports saloon, black, discs, 3 new tyres, new battery, good condition; £575.—**Tel. Oxted, Surrey**, 224 after 8 p.m. (4937)

ROLLS-ROYCE

VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.
66 London Rd., Tooting. Tel. Mitcham 3951. (C4059)

1937 Rolls 25/30 Thrupp and Maberly semi-razor-edged sports saloon with boot, complete Rolls history, one owner, new condition.—**Below.**

1934 Rolls 20/25 Thrupp and Maberly, owner-driver saloon with large boot, one owner since new; in exceptional condition.—**H. C. Paul, Ltd.**, 32, Bruton Place, W.1. Mayfair 0821/2. (C5040)

ROLLS-ROYCE 1937 Phantom III sports saloon by Young of Bromley, modified to solid tappets, in outstanding condition throughout; £895.

1930 Rolls-Royce 22hp, one owner, in outstanding condition for its year; £295.
METCALFE & MUNDIE, Ltd., 250, Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

1930 Rolls-Royce Phantom II, 1933 drophead coupe body, exceptionally handsome car; £250.—**Box 4667.** (5179)

1933 20/25 Thrupp and Maberly sports saloon, 25hp, black leather; taxed year; £520.
Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. (C1012)

ROLLS-ROYCE 21.6hp Replica saloon, excellent order, delightful appearance; £595.—**Autowork, Ltd.**, Southgate St., Winchester, Tel. Winchester 4965. (C1010)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), official appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (C5060)

1934 25hp Rolls-Royce sports saloon, by Windovers, colour black, in superb condition, one owner only, history available; £550.—**Bolton Auto Sales**, 158, Cross St., Sale, Manchester. Sale 5688. (5307)

PHANTOM II Rolls-Royce 7-seater limousine with widened face forward occasionally, recently modernised, overhauled and recellulosed; £250.—**Reed, Duke St.**, Sheffield. Tel. 25323. (5096)

DOCTOR'S 1936 Rolls-Royce Barker saloon, engine rebored by manufacturers, coachwork in excellent condition, good tyres, heater; A.A. or R.A.C. inspection invited.—**Amb. 5313**, Southwick St., Hyde Park, W.2. (5039)

1935 Rolls-Royce 20/25 owner driver saloon, Park Ward; £575.—**Clayton's Cars (London), Ltd.**, 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1933 (February) Rolls-Royce Hooper limousine, face forward occasionally, two owners only, excellent condition; £495.—**Jacquier, Ltd.**, 225-7, Hamersmith Rd., W.6. Riverside 6677-8. (C2045)

G & M ALFREDS (1936), Ltd.—1937 Rolls-Royce 25/30, owner-driver, swept back saloon, £600 recently spent at Messrs. Rolls, fine condition throughout.—**6-7, Warren St.**, W.1. Euston 3268. (C1005)

ROLLS-ROYCE 20/25, sports saloon by Park Ward, a magnificent car in immaculate condition; over 20 mpg, fitted heater, windscreen sprays, etc.; price £795.—**Waters Garage**, Riches St., Wolverhampton, Tel. 2400. (5440)

OWNER-DRIVER 1936/30hp Series GUL, partitioned Hooper Saloon, extending boot, black, reasonable mileage, delightful condition, mechanical certificate. £750.—**Alpe & Saunders Ltd.**, Providence Court, North Audley Street, Mayfair-2941. (C1006)

£490—1935 (July) Rolls-Royce 20-25 limousine, 7-passenger with division, f/t seats, taxed year, one private owner, car immaculate.—**Simms**, 19, Bennett Rd., Higher Crumppall, Manchester, 8, Tel. 192 Cheetham Hill. (5025)

20/25hp Barker 4-light sedan saloon with division (no extra seats), black, very good-looking car with exceptionally large enclosed luggage boot, first registered 24/3/36; chassis No. GXK 70; price £500.—**Apply** owner, Mrs. Firbank, "Hoplands", Kings Sonmore, Nr. Winchester. (5163)

1949 Rolls-Royce Silver Wraith Hooper touring saloon, black with beige upholstery, 12,500 miles, radio, heater, electric division, cocktail cabinet fitted all silver; whole car in absolute new condition; price £3,500.—**Lea Gate Garage**, Blackpool Rd., Preston, Tel. Preston 86692. (5163)

THE SOUTHERN MOTOR COMPANY specialize in all owner-driver Rolls-Royce models and have a range of replicas (modern coachwork) at prices from £400/£600.—**Works**, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. (0354)

£395!!!—Rolls-Royce limousine, 1934, special attractive lines, coachwork in almost unbelievably immaculate condition comparing favourably with that of almost any post-war car, face-forward occasional seats, division and usual Rolls-Royce luxury equipment, one owner for many years, this car has definitely done no long distance hire work and is in vastly superior condition to any other of its year we have ever handled, strongly recommended and guaranteed.—**Camden Motors**, Leighston Buzzard 2041, write for catalogue, open till 8 p.m. (C1055)

A & S 1937 Thrupp 30hp partitioned limousine, black, forward occasional seats, exceptional order throughout, certified mechanically. £695.

WRAITH 1939/30hp Hooper partitioned deluxe limousine, forward occasional, original owner, 32,000 black, magnificent condition, reasonable cost.
LIMOUSINE (late 1935) Phantom II Park Ward, L partitioned, widest occasional, 6-wheels, privately owned, specimen carriage, certified mechanically, desirable condition throughout. £595.

ALPE AND SAUNDERS, LIMITED, Rolls-Royce Seven Passenger Specialists, Providence Court, North Audley Street, Mayfair-2941. (C1006/1)

WANTED, Silver Ghost Rolls-Royce tourer.—**Dodge**, Stretton House, Warrington. (446)

PERFORMANCE CARS urgently require Rolls-Royce.—**Great West Rd.**, Brentford, Middlesex. Ealing 8841. (W3041)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.5 Ham. 6041. (W4018/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

C THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (0970/R)

R REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amenbury Lane, Harpenden, Herts. (W2000)

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Rolls-Royces.—Wembley 8691/3903. (W4015)

W E are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Livingstone 3362. (0345/R)

MASTCO MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. (W5007)

XXX H. F. Edwards offer immediate cash for good Rolls-Royce cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

THE SOUTHERN MOTOR CO., is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (03850/R)

A & S urgently require late pre-war 20/25/30hp Limousines 1934/36/38/50, also Saloons with boot, cash waiting. Alps & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. (W1006)

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. On Chelsea Embankment, near Battersea Bridge. (01063/R)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPAKE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0614/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also recommended replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, West St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

ROVER 10

1932 Rover 10 saloon; £25.—Montrose Motors, Epping New Rd., Buckhurst 1171. (S280)

£325—Rover 10 1939 4-door saloon, exceptionally good body and cellulose, excellent mechanically, choice 4; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube) Exchanges, H.P. (C1017)

ROVER 12

H BEART & Co., Ltd., offer:—

ROVER 12hp saloon, first registered January, 1948. Finished black, loose seat covers, moderate mileage, full details on request.—102, London Rd., Kingston-on-Thames. Kingston 3548. (C1061)

WEBB MOTORS (WATFORD), Ltd., offer:—

1947 Rover 12 saloon, black, brown upholstery, low mileage, car in perfect condition throughout, £495, terms and exchange.—25, St. Albans Rd., Watford. Tel. Watford 3082. (S017)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 12, colour black with brown leather upholstery, this car has only completed 31,000 miles since new; £400.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

TICKFORD dbe 12, unique and immac., 58,000 miles; over £450.—Essex (Surrey) 4139. (A231)

1934 Rover 12, good condition; £30.—P. Adve, 6331 after 7 p.m. (S158)

1947 saloon, one owner, heater, just completely overhauled; £550.—Campbell Symonds, Penvalley 4456. (C1037)

SPORTS saloon 12hp 1936, original coachwork, motor superb, regularly serviced.—For details Tel. Melrose, Gerrards Cross 3070. (S175)

ROVER 1939 12hp, resprayed, good tyres, very sound car; £335 o.n.o.—Tel. Whipnade 208, Kenworth Garage, Kenworth, Nr. Dunstable. (S110)

CASS'S MOTOR MART—1947 Rover 12 tourer, grey, radio, excellent condition; £500; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

365 gns.—Rover 12 1939 de luxe saloon, black, dilapidated, brown leather, good tyres, excellent condition; terms; exchanges.—Rowland Smith, below:—

145 gns.—Rover 12 1936 model saloon, grey and black, blue leather—terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C03018)

£325—1940 Rover 12/4 de luxe saloon, in very clean condition; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 Rover 12hp saloon, black with brown leather, low mileage, above average condition, taxed to December; £475.—Harry Kitchener, Ltd., 180, Goldsmith Rd., Bedford. Tel. Bedford 6700. (S052)

1938 Rover 12 d.h. coupe, finished in navy blue, in very good condition throughout; £265.—Harold Harding Motors, 645, Garratt Lane, Earlsfield, S.W.17. (15 minutes Waterloo.) Tel. Wimbledon 0567. (S225)

£495!!! 1946 Rover 12 saloon de luxe, fitted reconditioned engine by Rovers in January of this year (just completed 4,000 miles), well maintained, black cellulose, a very nice car all round.—Camden Motors, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. (C1035)

Rover 11 Cars Wanted

REALLY good Rover 11, 14, required.—Cobb, 30, Harley House, London, N.W.1. (W1066)

ROVER 14

ROVER 14, 1947, heater; £500.—Minnis, 5, Helena Court, St. Leonards. (S463)

1947 Rover 14 sports saloon, black, brown leather, excellent condition throughout; £465.

P. T. INWARDS, Ltd., 473, Cranbrook Rd., Ilford, Valentine 1066. (S035)

1935 Rover 14 h.p. saloon, mechanically perfect, new battery; £120.—Alabrook, Tiverton 2876. (S096)

1937 Rover 14, excellent condition throughout, one owner since new; £235; terms and exchange.—Tudor 8075/77, 0288. (S263)

£525!!! 1947 Rover 14 de luxe saloon, speedometer reads 20,000 but whole vehicle so beautiful and immaculate it looks like 5,000 miles.

£388!!! 1940 Rover 14 de luxe saloon, as beautiful as above vehicle, looks and runs as well. Below:—

£255!!! Rover 14 de luxe saloon, only one owner for the last 18 years, with bills available for £300 overhaul during past 2 years, bodywork like brand new, total mileage under 7,000.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

ROVER 14 1939, reconditioned engine, special lamps, heater, extra, £2,000, perfect, equal 1947; £425 or near.—26, Greenhill Rd., Moseley, Birmingham, South 0754. (S154)

1938 Rover 14 saloon, attractive dual colour scheme, grey/blue, very good condition throughout; £225.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

ROVER 16

1938 Rover 16 saloon, good condition; £195.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

1947 Rover 16 saloon, fitted heater, radio, loose covers, one owner only, splendid condition throughout; £485.

JOHAN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1056)

1939 (June) Rover 16 six-light saloon, grey, blue interior, excellent car, throughout; £245.—Walton-on-Thames Motor Co., Ltd., Bridge St. Tel. 200. (A954)

£239—1938 Rover 16 de luxe saloon, excellent condition above average.—G.P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. (C2024)

1948 series Rover 16hp 4-door sports saloon, excellent example of this famous model; £475. Offered by the old-established engineers, Wilbraham Garage, 614, Wilbraham Rd., Chorlton-cum-Hardy, Manchester. Chorlton 1012 (after hours Sale 5134). (S511)

1947 (September) Rover 16 de luxe saloon, black, heater, loose covers, one owner, low mileage, chauffeur driven and maintained, a magnificent specimen of this quality make; £525; exchanges and hire purchase.—B. & H. Motors, 1464-8, High Rd., White-stone (Finchley), N.20. Tel. Hillside 6671. (C1020)

ROVER (60, 75 and 90)

CAR MART, Ltd.

1949 Rover 75 saloon, sliding head, radio, heater; £625.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. (C1059)

PHILIP RICKARDS, Ltd., offer:—

1954 Rover 90 saloon, black/red, taxed; 2,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. (C3051)

H. A. SAUNDERS, Ltd., offer:—

1949 Rover 75 sports saloon, black, grey upholstery, radio, heater; £675

836—£42, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

HAROLD SIMONS, Ltd., offer:—

1948 Rover 75 sports saloon, owned by one family, grey, red leather, sun roof, heater, H.M.V. radio, definitely first class mechanical condition, immaculate; £595; trade enquiries welcomed; 3 months' written guarantee, service after exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. (C4065)

M BEART & Co., Ltd., offer:—

1950 Rover P.4 saloon, black with red upholstery, H.M.V. radio and heater; £765.—102, London Rd., Kingston-on-Thames. Kingston 3348. (C1061)

CHARLES FOLLETT, Ltd., offer:—

1953 (Oct.) Rover 75 sal., centre gear change, ivory, one owner, speedometer reading 6,500 miles, really beautiful condition; £1,195.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5036. (C2010)

H. A. SAUNDERS, Ltd., of Worcester.

1953 Rover 75 saloon, black with brown leather, one owner from new, 11,000 miles; £1,095.

AUSTIN HOUSE, Worcester. Tel. 2368. (C4005)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2/3, offer:—

1951 Rover 75, finished black, green leather, fitted radio and heater, one owner, immaculate condition throughout; £675.

1952 Rover P.4, finished two tone grey, grey leather, radio, heater, immaculate condition throughout; £925. (C1001)

90 saloon (July 1954) 150 miles; list or near.—Tel. Evesham 2134. (C1053)

1948 Rover 75 saloon, one owner; £595; three months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Epsom, Surrey. Epsom 5228 and 5714. (C0804)

1953 Rover 75 saloon, green, green leather, H.M.V. radio, superb condition; £1,115.—Below:—

(Series) P.4 saloon, green, green hide, radio, etc., 8,000 miles, superb condition; £1,115.

1953 Robins, East Putney Tel. 4551. (C2010)

ROVER (60, 75 and 90)

1951 Rover P.4 saloon, blue, one owner, low mileage; £95.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1954 (March) Rover 60 saloon, green, 1,000 miles.—Weybridge 600. (C4023)

1949 Rover 75, black, six-light, 20,000 miles, excellent condition; executor's sale.—Box 6399. (A956)

1952 P.4 saloon, pastel blue/blue leather, loose covers, one owner, 13,100 miles; £995. May, 5242. (C3030)

1954 (June) Rover 90, 100 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

1953 immaculate one owner Rover 75, black/red, Radiomobile, washers, 12,000, taxed Dec., excellent original tyres; £1,100.—Box 6464. (S176)

1952 (Sept.) Rover P.4, very low mileage, Connaught green, grey leather, almost new condition; £995.

1953 Rover P.4, 4,000 miles only, new condition quite equal to new, taxed December; £1,125.—Cox's Motors (Leicester), Ltd., 11-13, Conduit St., Leicester. Tel. 60519. (C1059)

1951 P.4 saloon, cream/red leather, radio, one owner, three carburettor modifications, £1,500, 22,500 miles; £895. May, 3051. (C3030/1)

1953 Rover 75 18,000 miles, beautifully kept car; £1,045.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, S.W.1. Sidene 5213. (C4036)

1952 (July) Rover 75 P.4 4-door sal., black, fawn interior, radio, air conditioner, taxed year, low mileage, as new; £975; consider part exchange. Tel. Evenings Swanstead 649. (C4027)

1949 Rover 60 12hp sun saloon, Radiomobile, heater, magnificent condition, written guarantee; £628.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Belling 1475. (S220)

ROVER P.4 saloon, 1950, 18,000 miles, finished in black with grey leather upholstery, an excellent fine specimen; £750.—Carr Bros. Garages, Ltd., 181, Purley, Surrey. Uplands 4812. (C1041)

JACOB ROSE, Ltd., offer 1953 75 saloon, radio and heater, central gear lever, spare unused, a beautiful car; accept £1,085.—Stafford Rd., Wallington, Surrey. Wallington 6977. (C3056)

£1095—1953 Rover 75 saloon, just over 12 months old, very low mileage (used and in most immaculate order)—Camden Motors, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. (C1035)

£795!!!—1950-1 Rover 75 de luxe saloon, this vehicle, with speedometer reading 16,000, is so beautiful it genuinely looks as though it has only 5,000 miles, undoubtedly specimen condition.—Below:

£599!!!—1948-9 Rover 75 de luxe saloon, bodywork like brand new, interior spotless, small mileage and genuine bargain, choice two.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1954 Rover 75 saloon, colour grey with red upholstery, under 5,000 miles, fitted Radiomobile wireless, long range and fog lamps, in outstanding condition; £1,195.—R. H. Collier & Co., Ltd., 42, East Row, Birmingham, 1. Midland 2317. (A267)

1953 (May) Rover P.5 saloon, finished green with seat covers, conversion to centre gear change, chauffeur kept, 7,500 miles, just exactly as new through—£1,095, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 58, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealer, Alexandra Rd., Wimbledon 0163/4. (0195/R)

AUTOMOBILIA, Ltd., offer:—

1949 Land-Rover, one owner, reconditioned engine, excellent condition; £255.—Automobilica, Ltd., Pipbrook Garage, Dorking 4304, 3891. (C1069)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Land-Rover, mileage 9,000, this vehicle is indistinguishable from new; choice of two; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

HARVEY HUDSON, Ltd. (The Land-Rover specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:—

1953 model Land-Rover 15,000 miles, one owner, outstanding condition; £495.

1951 Land-Rover, 21,000 miles, one owner, excellent condition; £595.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanslade 0056. (C2039)

1951 Land-Rover, one owner, good condition throughout; £345.—Ashford, Middles. (C2504)

G & M ALFREDS (1956), Ltd.—1950 Land-Rovers, above average.—6-7, Warren St., W.1. Euston 3268. (C1035)

LAND-ROVERS, choice of seven, '49 to '52; £250 to £400; also new spares, or sound used.—Wick Autos, 15, St. John's Rd., Hampton Wick, Kingston 4718 or 3248. (0194/R)

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists) wish to buy Land-Rovers.—Woodford, London, E.18. Wanslade 0056. (W2039)

ROWLAND SMITH'S, the 'Car Buyers'—Highest cash prices for Land-Rover.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

ROVER MISCELLANEOUS

1946/7 Rover 12 saloon, small mileage, impeccable condition; £495; also

1939 Rover 14, excellent car; £295.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham, Pollards 2100. (A995)

£95—1955 Rover sports saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1579. (C1099)

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. (W1060/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1 (Euston 4441).
DEPOTS at:
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUSLOW (Houslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS Ltd., England's Leading Motor Agents.
ROVER Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.2, Ham. 6041. [W4018/R]
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Road, Guildford, Tel. 62907. [W4018/R]
ROVER BUYERS.—Motorsists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. [W3018/2]
TOP price paid for Rover or similar type car, trade or privately.—51 Streatham Hill, S.W.2. [W3016]
SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Rovers.—Wembley 8691/3905. [W4015]
ROTHWODES, Ltd., Rover distributors for Suffolk. Urgently require small mileage P4 and P5 Rovers.—Tel. Ipswich 2771. [W4015]
XXX—H. F. Edwards offer immediate cash for good Rover cars.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

ROVER SPARES AND SERVICE
LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon, Tel. 1222. Main Rover Dealer for Croydon. [0219/R]
EVANS (WIMBLEDON), Ltd., 203, St. James's Wimbleton and district—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R]
COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middlesex. 777 (4 lines). [0009/R]
KJ MOTORS, Ltd., agents, reconditioned units. Girthing, Radiomobile agents.—Bromley, Ravenshoe 3456. [0096/R]
HIGH PARK MOTORS, Ltd., Datchet, Spout. Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R]
P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spare service available. 321 Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R]
DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R]

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engine, shock absorbers; quotations free; gear set seal covers from £5/15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0934]

SIMCA
C. V. RUSHMER for Simca—1954 Aronde saloon, showroom condition; £765—39, Holland Park, W.11. Park 5731. [C3061]

1954 Simca Aronde saloon, black, low mileage, the most wanted car for its splendid performance and road holding; £795.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

SIMCA Aronde—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley Tel. Ferialve 5651. [0395/R]

SINGER
PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 Singer, black, sports 4-seater; £345.

1940 Singer sports 4-seater; £235.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

1951 Singer 9hp Roadster, excellent condition; £485.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

SINGER 9 1933 really excellent condition; £100; or exchange for Vespa or Lambretta.—Miles, 16, St. Margaret's Rd., Cambridge. [5128]

125 gns.—Singer 10 1933 de luxe saloon, black, sliding head, blue leather, good; terms; exchanges; Rowland Smith, below:—

95 gns.—Singer 9 1936 de luxe 4-door saloon, black, sliding head, maroon leather, good condition; terms; exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1954 Singer Le Mans 2/4-seater 9hp sports car, twin carburetors, very good condition.—Tel. Burgess Hill 2156. [5074]

1949 Singer 10 saloon green, brown cloth upholstery; £295.—R. S. Currie & Co., Ltd. 105, Westbourne Grove, W.2. Bayswater 0365. [C1065]

SINGER

£100—1934 Singer 9 2/4-seater sports, red and silver, bargain; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

SINGER roadster, 1948, engine, gear box steering, sliding triple screens, excellent appearance; £290.—Lewis Garage, Camberley, Surrey. Tel. 172. [5114]

1937 Singer 9 saloon, overhauled engine, good tyres and battery, very clean car; £115, or £50 deposit, balance over 12 months; exchanges; insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071]

Singer Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.2, Ham. 6041. [W4018/R]
H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004]

REQUIRED, really good Singer 1500.—Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 115. [W2000]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Singers.—Wembley 8691/3905. [W4015]

Singer Spares and Service

THE Singer agents for spare parts, repairs, Auto-menders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

LASHBURY'S premier Singer spares stockists:—R. Coulthard & Crimmins, Ltd., 759, London Rd., Blackburn, Tel. 48091. [6475]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R]

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080. Deansgate Manchester. Deansgate 4507. [0390/R]

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engine, shock absorbers; quotations free; gear set seal covers from £5/15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews N.W.3. Primrose 2647. [0936]

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B. & G. MOTORS offer:—

£225—M.G. 10hp T.A. model 1937 open 2-seater, red, twin spares, extremely fast open 2-seater, cover etc.

£170—B.S.A. 10hp 1940 model open sports 4-seater, immaculate red cellulose, new tonneau cover, excellent battery

£145—M.G. 12hp K.I. Magnette open sports 4-seater, in 2 shades of green, new hood and screens.

£130—Wolseley Hornet 12hp Daytona 2/4-seater, black with red upholstery, slab tank, twin carburetors, knock-off

£130—Morris 8 Series I 1937 open 2-seater, beautifully reconditioned, good hood; bargain.

£125—Singer 9 1933, green and black, spotless paintwork, magnificent glittering appearance.

£69—Austin 750cc, special sports 2-seater, British racing green, new and fold-down screens.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3871. [C1019]

CHARACTER CARS offer:—

FRAZER NASH, 1926 Anzani 2-3-seater, in specimen condition; M.G., 1939 2-6-litre drop head; M.G., 1934 P.A. 4-seater; Talbot, 1937 105 tourer; Riley, 1936 Kestrel/Sprite saloon. [C1044]

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£325—Alvis 4.3 drop head coupe, 1937, a positively conceivable extra, a beautiful example of this most handsome and rare carriage; £365; £145, M.G. 12hp super sports 2-seater, completely rebuilt mechanically and therefore faultless, immaculate, in red and silver; £155, Standard Flying 12 special drop head coupe, 1938; £45, Vauxhall 20 Wingham cabriolet, this was taken in part exchange last week; will you please come and remove it—this means you!; £145, Wolseley Hornet special sports saloon; £125, Vauxhall 14 D.X. 1.5 4-seater sports; we have a large selection of Jaguar and Riley sports; hire purchase on all cars.—Bert Mason Sports Cars, 77, Crickfield Rd., Clapton, E.5. Amherst 1814. [C3073]

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1953 (November) Sunbeam-Alpine Roadster, alpine mist, radio and heater, 8,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Marfair 9761. [C4045]

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AUSTON MARTIN International 11/4-litre 2-seater, offers around £135; 500cc single-seat Jac racing car, fast, reliable, £135, complete with trailer.—For further details please phone Les Stuart & Sons, 40, mobile Engineers, Cheshire. Tel. Stockport 4370. [5310]

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ROWLAND SMITH'S for sports cars.

495 gns.—M.G. Midget, October, 1950, T.D. 2-seater, black, green leather, carefully used.

395 gns.—M.G. Midget, October, 1949, T.C. 2-seater, black, fawn leather, one owner, very good condition.

395 gns.—Sunbeam-Talbot 1947 2-litre sports tourer, green, grey leather, carefully used.

325 gns.—Allard, November, 1949, sports 2-seater, gunmetal, brown leather, very good condition.

295 gns.—Morgan 4/4 1947 10hp sports 2/4-seater, ivory, excellent condition.

265 gns.—Singer 9 1939 sports roadster, primrose red leather, tonneau cover, excellent condition.

245 gns.—M.G. Midget 1938 10hp T. 2-seater, blue, low pressure tyres, very good condition.

245 gns.—Frazer Nash-B.M.W. 1936 Type 55 special sports 4-seater, concealed hood, carefully used.

225 gns.—Lagonda 1935 16/80 sports tourer, manual gear change, tonneau cover, carefully used.

195 gns.—M.G. Midget 1935 8hp T. 2-seater, red, red leather, very good condition.

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145 gns.—Riley 9 late 1932 Gamecock sports 2-seater, green leather, very good condition.

125 gns.—Hillman Aero Mtnx 1934 sports 4-seater, tonneau cover, good condition.

125 gns.—M.G. Midget 1934 model 8hp 1.2 2-seater, black, green leather, terms, exchange, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841

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ALLARD 71L 2-seater sports, 1949, £345; Allard 3/4-litre Mulliner saloon, 1956, £295.

ALVIS Speed 25 sports saloon, 1955, £265; Alvis A.16 20 drop head foursome, 1955, £245.

A.16 20 Greyhound saloon, 1949, £245; Allard A.16 saloon, 1950, £225.

AUSTON MARTIN, large selection of pre-war models, see under Aston Martin column.

BENTLEY 3 1/2, Mulliner drop head foursome, 1934, £265; Jaguar 2 1/2 drop head foursome, 1938, £225.

BENTLEY 4 1/2, Thrupp & Maberly saloon, 1935, £555; Bentley 4 1/2-litre 4-seater tourer, 1928, £145.

BENTLEY Red Label tourer, 1926, £195; Bentley Blue Label tourer, 1925, £145.

B.S.A. 10hp 4-seater, 1937, £145; Buckler 1.172cc 2-seater, 1932, £395.

FRAZER NASH 11/16 Mile Miglia, 1952, £1,495; Frazer Nash-B.M.W. 328 Roadster, 1938, £445.

FRAZER NASH-B.M.W. type 55 Roadster, 1936, £175; Healey Silverstone, specimen, 1950, £620.

INVICTA 4 1/2-litre 100 mph, chassis, 1934, £425; Jaguar 3 1/2, saloon, 1946, £375.

JAGUAR S.S. 100, 3 1/2, competition 2-seater, 1938, £265; Jaguar 2 1/2 drop head foursome, 1938, £225.

LEA-FRANCIS 1 1/2-litre sports saloon, 1946, £565; Lagonda Rapier 10hp tourer, 1955, £225.

LAGONDA V.12 short chassis drop head foursome, 1938, £625; 4 1/2, Rapide tourer, 1935, £275.

LAGONDA V.12 Park Ward Sedan de ville saloon, electric driving radio, specimen, 1938, £445.

MASERATI Pan Renna 4 C.T. 1939, Mercedes-Benz 250, 2-seater, Leyland diesel, 1932, £345.

MERCEDES-BENZ 500K cabriolet B. 1937, £595; Mercedes-Benz 270V coupe, 1931, £145.

MERCEDES 4/4 10hp 4-seater, 1940, £275; Morris 8 2-seater sports, 1935, £195.

M.G. See large selection under M.G. column, also Riley's and Service.

RILEY'S See large selection under Riley column, also Spares and Service.

RAILTON Straight 8, drop head foursome, 1938, £1,145; Singer 8 Le Mans 2-seater, 1935, £175.

SUNBEAM-TALBOT 14hp sports saloon, 1940, £265.

TALBOT 10, drop head foursome, 1937, £225.

TALBOT 105 Young's coupe, 1934, £225; Volkswagen standard saloon, 1947, £255.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS ANNEXE NUMBER 1.

ALVIS 14 saloon, £125; Alvis 20 saloon, 1934, £145; Alvis 17 saloon, 1936, £95.

ALFA-ROMEO 17/20 tourer, 1933, £175; Austin 7 2-seater, 1930, £45; Austin 10 saloon, 1933, £45.

BENTLEY 6 1/2 coupe, 1930, £215; Bentley 6 1/2, tourer, 1930, £145; Bentley Speed 8 tourer, 1930, £145.

BENTLEY 3 1/2-litre 2-seater, 1926, £95; Citroën 15 saloon, 1936, £135; Delage 6 coupe, 1931, £115.

DAIMLER V12 coupe, 1931, £185; Ford 10 tourer, 1937, £145; Ford 10 Prefect saloon, 1938, £195.

FRAZER NASH V.8 unit, 1949, £185; Ford V.8 saloon, 1938, £145; Hotchkiss 24 coupe, 1931, £65.

LAGONDA L3 4-seater, 1936, £275; Lagonda 4 1/2 saloon, 1934, £145; Lagonda 3-litre 1/2, 1950, £145.

LAGONDA 3-litre saloon, 1930, £125; Lancaster 10 saloon, 1934, £69; Lagonda 2-litre saloon, 1929, £145.

MERCEDES-BENZ 2-litre coupe, 1934, £145; M.G. 2-litre drop head foursome, 2 from £125.

PACKARD utility, 1937, £105; Rover 12 saloon, 1935, £135; Rover 14 saloon, 1936, £145.

SINGER 9 tourer, 1935, £195; Singer 9 Le Mans, 1935, £135; Singer 1 1/2 2-seater, 1936, £185.

STUDEBAKER 26hp coupe, 1938, £75; Talbot 2 1/2 mile-16, 1937, £145; Talbot 41 coupe, £325 or offer; terms.—Rudds, Central Station, Worthing 7775. [5315]

G & M ALFREDS (1936), Ltd.—1949 registered sports tourer, reconditioned engine just fitted, reconditioned, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3265. [C1005]

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ALFA-ROMEO 2.5-litre, first registered 1948, streamlined drop head coupe, white, blue leather, beautiful car. **W.11**

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DELAGE D6 70 1935 streamlined saloon, reconditioned engine, brakes, steering, clutch, etc., just fitted Cotal box, specimen, £250. **W.11**

DELHAYE 1935M, 1939 model, fitted reconditioned Laystall engine, completely overhauled gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black. £495. **W.11**

LE MANS French Nash. See under "Racing Cars" column. **W.11**

HAILEY Silverstone 1950, Alfa red, new tyres, super condition throughout, low mileage. £625. **W.11**

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C-Type racing Jaguar. See under "Racing Cars." **W.11**

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ALVIS Silver Eagle 1953 model drop head 4-seater, silver above average, in excellent condition throughout. £135; terms and exchanges. Oscar Moore, 204, Ballard Road, Finchley 2520. **W.11**

CHILDREN CARS offer 1951 Alford 3.917 c.c. 12 2-seater, exceptional condition. £595; 1939 B.M.W. 328 2-seater, first-class order. £475; 1935 M.G. P.A. 2-seater, exceptional. £185; 1936 P.B.M. 2-seater, probably finest available. £265; 2nd hand Bantam 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 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2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 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3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3691, 3692, 3693, 3694, 3695, 3696, 3697, 3698,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

W HAROLD PERRY, Ltd. 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. offer:—
1951 Sunbeam-Talbot 90 sports saloon leather, radio and heater, bronze; £640.
W HAROLD PERRY, Ltd. 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. offer:—
B J. HUNTER, Ltd. offer:—

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained; £295.
B J. HUNTER, Ltd. 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. offer:—
AUTOMOBILIA, Ltd., offer:—

1951 (Oct.) Sunbeam-Talbot 90 foursome convertible coupe, golden sand, red leather, heater, low mileage, excellent condition; £695.—Auto-mobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. (C1089)

H BEART & Co., Ltd., offer:—

SUNBEAM-TALBOT 90 saloon, fitted radio and heater, first registered November, 1951, carefully maintained by one owner since new; £675.—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1081)

W ARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark II saloon, satin bronze, 6,000 miles; £1,075.

1950 (December) Sunbeam-Talbot 90 convertible, coupe, black, 6,000 miles; £675.—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1081)

W ARWICK WRIGHT, Ltd., 150, New Bond St., Mayfair 9761. (C4045)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1951 Sunbeam-Talbot 90 saloon, green, radio, heater; £695.

M ARLBOROUGH WORKS, Kenton. Tel. Wordsworth 70. offer:—

W EBB MOTORS (WATFORD), Ltd., offer:—

1952 Sunbeam-Talbot saloon, bronze blue, red hide upholstery, low mileage, one owner car in perfect condition throughout, exceptional value; £675; terms and exchanges.—232, St. Albans Rd., Watford. Tel. Watford 34. A. SAUNDERS, Ltd., Golders Green, offer:—

H 1947 (Nov.) Sunbeam-Talbot sports sunshine saloon, one owner, highly recommended; £395.

AUSTIN MOSE, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

K NIGHTSBRIDGE MOTORS, Ltd., London, S.W.1. Slane 4086, offer:—

1954 Sunbeam-Talbot 90 Mark II convertible, 6,000 miles only, grey with red leather, 2nd lamp, H.M.V. radio maker's heater; taxed December; £1,085.

L EONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1954 (April) Sunbeam-Talbot 90 Mark II saloon, sapphire blue, seat covers, 1,200 miles, guaranteed; £1,125.

L EONARD WILLIAMS (DISTRIBUTORS), Ltd., 1 Park Road, Great West Rd., Brentford, Middlesex, Ealing 3400. offer:—

P HENIX MOTOR CO. (SURREY), Ltd., for all P. Rootes Group products, specialists in purchase and sale of

G UARANTEED used Sunbeam-Talbots.

A SELECTION from our stock:—

1952 model (December, 1951) Sunbeam-Talbot 90 Mark II Convertible coupe, gun metal with grey upholstery; over £100 worth of extras; 32,000 miles only and in showroom condition throughout; £745.

1951 (July) Sunbeam-Talbot 90 Mark II saloon, finished in satin bronze with red leather upholstery; fitted H.M.V. radio; one owner; 54,000 miles only; this is a real exceptional chassis and the whole car is in showroom condition; £675.

1951 (June) Sunbeam-Talbot Mark II saloon; satin bronze with red trim; fitted 6-speaker heater, overdrive, Lucas spotlight, etc.; this car has covered only 27,000 miles in the hands of one owner and is in immaculate condition; £695.

H IRE purchase facilities and your car wanted in part exchange for any new or used vehicles.

P HENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. (C3044)

£895!!!—1953 Mark II coupe, bronze, red leather, has had exactly 12 months' use since new, 9,000 miles, immaculate condition.

£725!!!—1952 Mark II saloon, well-maintained car with excellent coachwork and in thoroughly sound mechanical order, fitted heater.

£395!!!—2-litre 14hp sports saloon, Oct., 1946, delightfully fast, compact looking car, extensively overhauled this year and fitted all new tyres, two previous owners.

C AMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. (C1035)

395 gns.—Sunbeam-Talbot 1947 2-litre sports tourer, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

345 gns.—Sunbeam-Talbot 10 1939 sports saloon, sliding head leather, radio, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 (March) Sunbeam Alpine, ivory red, heater, cockpit cover, genuine 4,000 miles, new tyres, station; first £1,000 secured.—Pioneer Garage, Felixstowe 156. (C1964)

1950 90 sunshine saloon, satin bronze, new tyres, low mileage, exceptionally clean car; £550.—Campbell Symonds, Wembley 6262.

1939 10hp 4-door saloon, sun roof, leather, perfect foot-throughout; £295.—Economy Car Service, Rickmansworth, Tel. 3326. (C1594)

1952 Sunbeam-Talbot 90 sal., black beige leather, heater, one owner, 26,000 miles; £750.—May, 3051. (C3030)

1950 Sunbeam-Talbot 80 de luxe saloon fitted radio. Taxed to December, one owner. £575.—A. E. Palmer Motors, Ltd., 12, Church St., Luton, 4212. (C4853)

A. Z. MOTORS offer 1939 Sunbeam-Talbot 10 drop head coupe, excellent chassis, 3 months' guarantee. £275.—100, Palmerston Rd., N.W.6. Mal, 3723. (C1011)

SUNBEAM-TALBOT

1950 Sunbeam-Talbot saloon, one owner, low mileage, A.A. report available 1/8/54.—"Chescombe," Cam, Glou. Dursley 2486 evenings. (C4905)

JACK ROSE, Ltd. offer 1950 Sunbeam-Talbot 90 saloon, in bronze, very clean, low mileage; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. (C3056)

1950 (November) Sunbeam-Talbot 90 convertible, beautiful condition, guaranteed; £595.—Allery Automobiles, 68, Hill Rd., Wimbledon. Wimbledon 3948. (C5252)

1953 Sunbeam-Talbot Mark II saloon, radio, heater, etc., in new condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-5. (C2028)

1952 (Jan.) Sunbeam-Talbot 90 drop head coupe, blue, beige leather, fitted heater, perfect; £710.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (5081)

1951 Sunbeam-Talbot 90, grey, heater, seat covers, fog lamp, one owner, 25,000 miles, chauffeur maintained; no dealer; £700.—Taylor, Grosvenor House, Grosvenor St., Chester. (4903)

1951 Sunbeam-Talbot 90 Mark II saloon, gun grey with grey, excellent tyres and condition generally, H.M.V. radio; £675.—Brew Bros., Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. (C1038)

£888!!!—1953 Sunbeam-Talbot 90 saloon de luxe, speedometer reading 7,000, whole car absolutely immaculate; 3 months' guarantee; hire purchase exchanges.

L AMBES OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

£319—1959 (Nov.) Sunbeam-Talbot 10hp sports saloon, metallic grey, grey leather, works re-conditioned engine, superb condition.—Peter Guest, Ltd., King's Lynn, Tel. 4129. (4297)

SUNBEAM-TALBOT 2-litre saloon, 1948, ruby with fawn upholstery, sun roof, an exceptionally low looking car in tip-top condition; £445.—Hillwood Motors, Mill Hill (London), 4232, Open Mon.-Sat. 9-6. (C1904)

ROSE & YOUNG, Ltd. offer: 1952 Sunbeam-Talbot 90 saloon, low mileage, immaculate, satin bronze; £750.—65-69, St. John's St., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. (C3057)

1954 Sunbeam-Talbot 90 saloon, Alpine mist (June), with red leather, guaranteed mileage 1,500 only, as a new car, taxed; £1,075.—Harry Kitchener, Ltd., 180, Goldingford Rd., Redford, Tel. Bedford 2790. (5031)

1950 (September) model 80 sports saloon, one owner, 17,000; 3 months' guarantee; £625.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. (C1904)

S TALBOT 80 sports sal., June '55, genuine mileage of 6,000 only, heater, exquisite appearance, finished in Alpine mist with red leather upholstery; this car has been perfectly maintained since new by a most fastidious owner and is so nearly new as to represent exceedingly good value to a person interested in a new model; £950.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Dulands 4613. (C1041)

Sunbeam-Talbot Cars Wanted

R OOTES.

D ISTRIBUTORS

R EQUIRE modern low-mileage Sunbeam-Talbot cars.

B IRMINGHAM—Lower Temple St. (Central 8411).

M ANCHESTER.—129 Deansgate (Blackfriars 6577).

M AIDSTONE.—(Maidstone 3533.)

C ANTERBURY.—(Canterbury 3252.)

R OCHESTER.—(Chatham 2251.)

W ROTHAM Heath.—(Borough Green 4.)

R OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1011/R)

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube). N.W.8. Ham. 6041. Tel. 4018/R.

P RIVATELY owned S.-Talbot 90.—S. Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

R ICHARDS & CARR buy Sunbeam-Talbot.—35, Kirkinnon St., Lonsch. S.W.1. Sloane 5424. (W3045)

S IMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Sunbeam-Talbot.—Wembley 8691/3903. (W4015)

T OP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tel. Hill 2676. (W3016)

U RGETLY required. 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1974)

C RIPPES, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Crippes & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. (1065/R)

X X H. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 5400. (W2001)

B IRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot, modern cars required by George Heath, Ltd., 180-192, Newhall St., Birmingham and Lower Temple St., Birmingham 2. (1089/R)

Sunbeam-Talbot Spares and Service

R EPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears, set seat covers from £5/15, trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0938)

TALBOT

1937 Talbot 10 saloon; £175; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

T ALBOT 90, first registered 1951, recently overhauled, not an excellent mechanical order. Tel. Southborough 1242. (4904)

Talbot Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.8. Ham. 6041. (W4018/R)

Talbot Spares and Service

L ARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.7. Gipsy Hill 0132. (0864/R)

J OHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; spined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1412. (0891/R)

R EPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears, set seat covers from £5/15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0938)

TRIUMPH

A CRES offer:—
1951 (late) Triumph Renown saloon, black, with light fawn leather upholstery, heater and radio, speedometer reading 19,000 miles, undoubtedly genuine, indisputable from new; £625; part exchanges welcomed.

A CRES AUTOS, Ltd., 156/138, Streatham Hill, London, S.W.2. Tel. Hill 1909. (C1002A)

R AYMOND WAY.

R AYMOND WAY OF KILBURN.

R AYMOND WAY, the hire-purchase specialists.

1952 Triumph Mayflower saloon, Comet blue with upholstery to match, 25,000 miles, really immaculate throughout, one very careful owner; only £525 gns.

T RISE purchase terms on the spot with no references, H. no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under immediate use.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. (C1089)

R AYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

C OLLIVER-FISHER, Ltd., offer:—

£485—1951 Mayflower saloon, black with beige upholstery, heater, an outstanding specimen; Northwood Middx. Tel. 777. (3656)

B J. HUNTER, Ltd., offer:—

1950 Triumph 2000 saloon, fitted radio, heater, most superior condition; £595.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

AUTOMOBILIA, Ltd., offer:—

1954 T.R.2, competition specifications, overdrive, wire wheels, just carefully run-in, ready for immediate use.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. (C1089)

J ACK KENDALL, Ltd., offer:—

1937 Triumph Vitesse 2-litre 4-door sports saloon, a very clean and original car, in very good mechanical condition, red leather upholstery, black exterior, good tyres; cash £179/10, deposit £60/10.—Waybridge 600. (C4023)

J ACK KENDALL, Ltd., 202-204, High St., Harlesden, N.W.10. Elgar 3275. (5222)

M AYFAIR COUNTRY CARS offer:—

1949 Triumph 2000 Roadster, green with red leather, fitted heater; £495.—Below.

1951 H.M.V. radio, and heater; £575.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. (C3008)

P HILIP RICKARDS, Ltd., offer:—

1951 (Nov.) Triumph Renown, grey, 20,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. G. 4772/3. (C3051)

H ENDON CENTRAL Garage, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

1953 Triumph Mayflower saloon, low mileage; £625.

G ORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2025)

1954 (May) Triumph T.R.2 sports, black; 175 miles; —Waybridge 600. (C4023)

1954 T.R.11, hide, under 4,000 miles, literally as new; £875.—Western 9641. (C1069)

£465—1948 Triumph razor-edged saloon, black, extremely smart; a bargain at £165 down.

£185—1938 Triumph 14hp Dolomite sports saloon, reconditioned engine, receipt available; a bargain at £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1952 Triumph Renown saloon, black, equipped with heater, standard specification; £675.

B OTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. (1507)

G REY Mayflower saloon, 1953 (May), heater, fog lamp; £585.—Howard, 21, Charlton Rd., Plymouth, 4106/1. (5108)

1949 Triumph 2000 Roadster, recently recollared, new hood, one owner; £575.—Western 9641. (C1069/1)

1952 Triumph Mayflower saloon, jade green, radio, heater; £525.—14a, Kenilworth Rd., Leamington Spa. (5060)

1949 (late) Triumph 2000 Roadster, new hood, one owner; £525.—Middlesex Motors, Station Rd., Harrow, Tel. 0022. (5212)

1948 Triumph 1800 Roadster, recent reconditioned engine; £435.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. (C4063)

C ARRS AUTO SALES, Ltd., Standard House, South End Croft, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. (C1041/R)

1952 Triumph Mayflower, fitted heater, immaculate throughout; £585.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

G & M ALFRED'S (1936), Ltd.—1952 Triumph Mayflower, above average condition, black, red leather.—6-7, Warren St., W.1. Euston 3268. (C1005)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1949 2000 Roadster, metallic grey, new engine recently fitted; £475.—Seymour & Clements, Ltd., 33, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. (C4007)

1948 Triumph 1800 Roadster, finished grey, blue leather, really superb order and appearance, fitted radio, telescopic shock absorbers, spot lights, etc., 3 months' written guarantee. Also below:—

1949 Triumph 2000 Roadster, finished black, beautifully kept car of really handsome appearance, fitted works reconditioned engine, excellent tyres, etc., etc., 3 months' written guarantee.

DUDLEY COBOLD AUTOMOBILE, 208/210/216, The Broadway, Wimbledon, S.W.19. Liberty 7579, 5213.

1951 Renown, immaculate black cellulose, H.M.V. radio, heater, one owner, genuine mileage under 30,000; guaranteed; £650.—Campbell Symonds, Wembley 6262.

T.R.2 (March '54) geranium, blackberry trim, over-drive, 1,200 miles, carefully run-in and used; £575; terms and exchanges.—King & Harper, Ltd., Milton Rd., Cambridge, Tel. 3201, extension 28. (4831)

JACK ROSE, Ltd., offer:—1951 Triumph Renown saloon, one particular owner, very clean inside and out; £575.—Stafford Rd., Wallington, Surrey. Wallington 6677. (C3056)

1400 miles; 1953 Triumph Mayflower de luxe saloon, blue with blue leather, large heater, one owner.—R. S. Mead (Sales), Ltd., 42, Queens Rd., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

£425—Triumph 1947 1800 razor-edge saloon, 14hp, one owner, radio, excellent condition; also 1949 Triumph 1800, similar condition; £485; terms, exchanges.—A. A. Norrington, Perivale 0530. (C3056)

TRIUMPH Mayflower, 1952, dark green, beige leather, heater, one owner, excellent tyres, big car comfort with real economy; £545.—Hillwood Motors, Mill Hill (London) 4232. Open Mon-Sat, 9-5. (C4886)

ROADSTER, 1949, October, 36,000 miles, completely overhauled by makers (June) regardless of cost, including new hood; £575; absolutely perfect.—Duffield 5281 or Box 6374. (4894)

1950 (May) Triumph Renown saloon, grey with grey leather, heater, very good condition, mileage 26,900, tyres excellent; £525; cash or terms.—Drew's Woodgrange Service Stations, Ltd., Romford Rd., London, E.7. Gra. 6901-9. (C3069)

Triumph Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MAXFLOWER, good cond., no dealers.—108, Warwick Ave., Edgware, Sta. 6143. (0965/R)

WANTED 1951-2 Renown, black, low mileage, over-drive preferred.—Embridge 9430. (W3072)

REALLY good Triumph Roadster required.—Cobb, 50, Harley House, London, N.W.1. (W1066)

MARSTON MOTOR CO. Ltd. for your Triumph, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. (0182/R)

REQUIRED, really good Triumph Roadster.—Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. (W2000)

TOP price paid for Triumph or similar type car; trade or privately.—54, Stratham Hill, S.W.2. Tulse Hill 2676. (W3016)

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Triumphs.—Wembley 8691/3905. (W4015)

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lancaster Engineering Co., Ltd., 29-43, Eden St., Kingston-on-Thames, Kingston 5151-4. (0918/R)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. (0141/R)

FORGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439. (0302/R)

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0955/R)

REPAIRS, reasonable prices. Gears (including R-Gloria), reconditioned gear boxes, engines, shock absorbers; quotations free, trade discount; set seat covers from £5/15; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0949)

UTILITY CARS

T H E UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utility cars, estate cars, station wagons, etc., always in stock; enquiries invited.

100, Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). (C4072)

DICKS 1951 Austin A40 pick-up, most carefully used; £510.

1940 Hillman 10hp utility, most useful vehicle; £175.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

JACK STONE & SON offer:—

1950 Austin A40 estate car; 1950 Hillman estate car; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. (C4021)

WANSTEAD MOTORS, Ltd., offer:—

1952 Standard Vanguard 4-door estate car, black, fitted heater, immaculate condition; £685.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Hford, Valentine 1155-6. (C4042)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

COMMER pick-up, immediate delivery.

MARLBOROUGH Wiggins, Kenton, Tel. Wordsworth 7805 (5 lines). (C1008)

UTILITY CARS

ROWLAND SMITH'S for utility cars

795ms.—Austin A70, September 1952 Countryman estate car, makers' 4-door 5-seater natural hardwood body, brown leather, fold-flush rear seating, heater, one owner, small body, practically new; cost over £1,200; terms; exchanges.—Rowland Smith, below.

325ms.—Land-Rover, September 1950, one private owner, reconditioned engine, exceptional; terms; exchanges.—Rowland Smith, below.

125ms.—Jeep (Ford) registered December 1946, 4-seater natural timber utility, removable rear seating, drop tailboard, very good condition; terms; exchanges.—Rowland Smith, below.

79ms.—Ford V.8, 1927 4-door 4-seater timber utility, given all round, drop tailboard; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

FORDSON 10cvt estate car, 7-seater, fully folding seat; £610/5/10.

1951 Austin A40 Countryman, well maintained, excellent paintwork and body condition; £495.

1951 Hillman Minx, estate car, grey, one owner, well cared for; £525.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. (C2008)

1950 model Standard Vanguard estate car, heater, excellent condition; £465.—13a, Carter St., Brighton 24796. (5224)

1952 A40, attractive utility, 20,000 miles, leather, heater, etc., most useful, carry 9 people.

15cvt: £505.—Hainault 5566, before 9 a.m. (4961)

£795!!—1953 Standard Vanguard 4-door estate car, virtually unmarked and in condition not very far short of brand new.

£695!!—1952 Austin Herford A70 Countryman, natural hardwood body, fold-flat rear seats, bench type front seating, built-in heater, used for private and pleasure motoring only, low mileage.

C AMMEND MOTORS, Leighton Buzzard 2041. Write for catalogue, open till 8 p.m. (C1035)

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bennersfield Lane, Harrow, Tel. 6252-3. (0521/R)

BEDFORD Dormobile, 1954, 3,800 miles, trafficators, roof lining, double wipers, entrance step, licensed December; £585; privately owned.—Coventry 64416. (5067)

BEDFORD Dormobiles by Martin Walter; a few mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018)

LE-FRANCIS 14hp works utility, 4-door, 6-seater, oak body, magnificent vehicle, cost £1,600; bargain; £425.—42, Exeter Rd., Cricklewood, N.W.2. Tel. Glia. 4691. (5095)

SHOOTING brake 1948 Ford V.8, genuine Dagenham 8-seater, Dunlopilo seats, very smart car and mechanically first class; £250.—Koeler, 1, Lambolie Pl., N.W.3. Primrose 2657. (5077)

1951 Ford 8 1/2 cwt reconditioned engine, very many extras, maintained by engineer regardless of cost, superb condition; £325.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mel. 6109. (C4053)

NEW Morris Dormobiles, £370, other conversions, Volkswagen Microbus, Kombi van ambulance, pick-up available.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0367)

G & M ALFREDS (1936), Ltd.—1952 Hillman estate car, choice of 2, excellent; 1951 Austin A40 Countryman, well above average—7, Warren St., W.1. Euston 3268. (C1005)

1952 Jowett Bradford 6-light utility, blue, one owner, very clean, no rust, any inspection invited; 3 months' guarantee; £295.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

1952 Ford 8 Martin Walter Ulliecon, flush fitting seats, £375. 10 Martin Walter Ulliecon, flush fitting seats, £395; 1951 Austin A70 estate car, guaranteed, £450; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, Park 9704. (C3054)

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities. Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Utilities.—Wembley 8691/3905. (W4015)

POST-WAR estate cars urgently wanted.—Richards & Carr, 53, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

WHY accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. (W2008)

VAUXHALL 10

£295!! 1939 Vauxhall 10 sunshine saloon, speedometer condition throughout; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

VAUXHALL 12

1946 Vauxhall 12; choice of 3 from £335.—Montreux Motors, Epping New Rd., Buckhurst 1171. (5262)

1948 Vauxhall 12, black, taxed, exceptional condition; £395.—78, Webb Rd., S.W.11. (5207)

345ms.—Vauxhall 12, 1946, de luxe saloon, sliding head, leather, Marchal paintjob, carefully used; terms; exchanges.—Rowland Smith, below.

245ms.—Vauxhall 12, 1939 de luxe saloon, sliding head, leather, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

G & M ALFREDS (1936), Ltd.—1948 Vauxhall 12, W.1. Euston 3268. (C1005)

1948 Vauxhall 12 black saloon, one owner, excellent condition; £375.—Ring Ravensbourne 2734. (4912)

JACK ROSE, Ltd., offer 1947 Vauxhall 12 saloon, clean inside and out, open to any examination or trial; £390.—Stafford Rd., Wallington, Surrey. Wallington 6677. (C3056)

VAUXHALL 12

ONE owner, 25,000 miles, 1939 Vauxhall 12/4, full history, cracked block caused new engine at 19,000, sliding roof, original paint, showroom condition; £285.—For. 7766 (day), Bec. 4215 (night), or write only 15, Vancouver Rd., S.E.23. (4952)

VAUXHALL 14

1939 Vauxhall 14 saloon, like 1946 in all respects; £265.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham, Pollards 2100. (4967)

1947 Vauxhall 14, blue, brown leather, excellent condition; £345.

MAGDALEN MOTORS, Ltd., 311 Trinity Rd., Wandsworth Common, S.W.1. Battersea 5573 and 7879. (C3005)

1946 Vauxhall 14hp J type saloon, one owner, carefully used, good tyres, excellent mechanical condition; £345; terms; exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1947 Vauxhall 14hp J-type saloon, one careful owner, taxed year, black, radio, demister, spot, new tyres, immaculate condition; £365.—F. E. Cook, 1, Agamemnon Rd., West Hampstead, N.W.6. Hampstead 3491. (5245)

1937 Vauxhall 14hp saloon, recent engine and brake overhaul, clean and roadworthy car; £165 or £75 deposit, balance over 12 months; exchanges, insurance; 50 cars always in stock under cover, visit for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes Tulse Hill door.) (C4071)

VAUXHALL 14 Cars Wanted

REALLY good Vauxhall 14 required.—Cobb, 50, Harley House, London, N.W.1. (W1066)

VAUXHALL 25

IMOUSINE, 1936/25hp, Grosvenor, brown leather upholstery, widest forward occasional, exceptional condition throughout, privately owned; £535. Aps & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1008)

VAUXHALL WYVERN

ELM AUTOSALES offer:—

1951 Vauxhall Wyvern saloon, immaculate in bluish grey, leather interior, 28,000 miles only; £325.—Fim Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1613. (C2067)

1954 (reg.) Vauxhall Wyvern saloon, grey, one owner, 800 miles only; £795.—Hale Motors, Ltd. Tot. 7771-4. (C2076)

1949; £425; Vauxhall Wyvern, record engine, in good condition.—Whitney & Co., 35, Edgware Rd., Padd. 2641. (5052)

1952 Vauxhall Wyvern, licensed; £610.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8588. (C2062)

1949 Vauxhall Wyvern, £500; beautiful condition; fitted wireless and heater.—44, Weighton Rd., Harrow Weald, Middx. Seen evenings, weekends. (5116)

1953 (April) Wyvern, black, 19,000 miles, heater, excellent condition; £670 o.n.o.—Dr. Ryan, Warrington Park Hospital, Surrey, Upper Warrington 2101. (5165)

PRIDE & CLARKE, Ltd.—1953 Vauxhall Wyvern saloon, grey/red leather, 9,000 miles, radio, choice of 2; £729; 3 months' guarantee; terms; exchanges; lists.—156, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

£485—1950 Vauxhall Wyvern de luxe saloon, new engine, 13,000 miles, immaculate condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bait 1107-9-5. (C2028)

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Wyvern, black with ivory upholstery, fitted loose covers, excellent condition; price £495; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Playman 3601. (C4026)

1948 Vauxhall Wyvern, black, loose covers, excellent condition, very carefully maintained and regularly serviced since new by one owner, replacement engine fitted; price £400.—Joy, Marelands, Benzen, near Farnham, Bentley 5117. (5307)

Vauxhall Wyvern Cars Wanted

TOP price paid for Wyvern or similar type car; trade or privately.—54, Stratham Hill, S.W.2. Tulse Hill 2676. (W3016)

VAUXHALL VELOX

HPG

1950 Velox saloon mechanically faultless, one owner, black and cream cellulose like new, outstanding value; £470, terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Tel. Larkwood 7208/2051. (C1066)

1951 Velox saloon, black/red upholstery, heater, 26,000 miles; £475.—May, 52-2, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

1949 Vauxhall Velox, one owner, wireless, taxed, in excellent condition; £400.—Haskins, Lad-broke 1155. (C5027)

£485!! 1950 Vauxhall Velox de luxe saloon, excellent specimen condition, choice of 2; three months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1954 Vauxhall Velox saloon, 600 miles only, black, heater, radio, many extras; £575.—Hale Motors, Ltd. Tot. 7771-4. (C2076)

1949 Vauxhall Velox saloon, heater, new engine, £435.—Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Battersea 5573 and 7879. (C3005)

PRIDE & CLARKE, Ltd.—1953 Vauxhall Velox saloon, green/green leather, 8,000 miles, heater; £749; 3 months' guarantee; terms; exchanges; lists.—156, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

VAUXHALL Velox (December, 1950), very low mileage, with heater, black/brown, taxed; £480; part exchange welcomed.—Coles Garages, Ltd., 42, Wexham Rd., Wimbledon 0195. (C1054)

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox saloon, green, upholstery to match, fitted heater, nominal mileage, immaculate condition; £525.—84, St. Pauls Rd., W.1. Lan. 1345. (C4013)

1952 Vauxhall Velox, 18,000 miles, one owner, licensed; £655.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8588. (C2062)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

1949 Vauxhall Velox, leather, radio and heater, unrepeatable burrain; £295—Keiths Motor Co. Ltd., Green Lanes, Palmers Green, N.15. Bown Park 5100. [C5233]

1949 Vauxhall Velox 4-door saloon, black, beige leather, low mileage, one owner, well maintained, guaranteed; £475—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

VELOX 1952 model, one owner, low mileage, metallic green, mechanically sound, good tyres and bodywork; £595—Banstead Road Garage, 70, Banstead Rd., Carshalton Beeches, Surrey, Wig. 4096. [5073]

1952 Vauxhall Velox saloon, black, fitted heater, screenwashers, new tyres, one owner; £625; exchanges welcomed—Quinn Motors, 170, Upper Richmond Rd., East Sheen, S.W.14. Prospect 7440. [5265]

£625—1952 Vauxhall Velox, black, one owner, heater, taxed year—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431/2. [C5011]

1954 Vauxhall Velox, 4,000 miles, finished grey with red interior, fitted heater and spot-lamps, etc., as brand new, fully guaranteed; £800—A. E. Palmer Motors, Ltd., 12, Church St., Luton [5212]

VAUXHALL Velox, 1949, recently resprayed silver grey, immaculate condition, mileage 38,000, serviced throughout under maker's maintenance and service scheme, heater, taxed year—R. S. Mead (Sales) Peter's, Bedford. [5137]

1954 Vauxhall Velox, 4,000 miles, forest green, with radio, heater, screenwashers, twin spot lamps, seat covers, reversing light, petrol sucking cap, taxed Dec., immaculate condition; £825 or terms—Capital Motor Co. Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451. [5257]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4323. [0017/R]

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. 4323—Gregory's, of Uxbridge. [0039/R]

AUGUST, 1952, Velox, blue, 4,000 miles, as new, £750; 1947 Vauxhall 14, black, ex. con., £360—Seldon Garage, Sanderstead 2236. [5205]

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2, Paddington 0022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Wyvern, green, radio, heater fitted, low mileage; £735.

1948 Vauxhall Velox, black, brown upholstery, tyres good all round, body in good condition; £425.

ALWAYS a good selection of used Vauxhalls in stock. A.H.M. will purchase for cash all Vauxhalls cars including latest models. [C2032]

GRAHAM BROTHERS (MOTORS), Ltd., Main Dealers, Vauxhall Dealers, 9-15, Peter St., Manchester, 2, for sales, service and parts—Depots at: Ashton (Ash-ton 1817), Didsbury (Didsbury 3436), Manchester (Blackfriars 9897), Streteford (Trafford 3511), Wilmslow (Will. 4832). [0253/R]

Vauxhall Miscellaneous Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Vauxhall—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SHAW & KILBURN, Ltd., Vauxhall main dealers. WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4323. [0018/R]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars—Tel. Watlington Cross 2760. [0612/R]

VAUXHALL Buyers—Motorists (Lond'n), Ltd., 67, North Rd., E. Finchley Station, N.2. Tudor 2301-2. Top price paid for Velox or similar type car, trade or privately—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3018]

V—Golly's Garage Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Vauxhalls—Wembley 6691/3903. [W4015]

7-SEATER private 1957/39/39 Limousines required. cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

URGENTLY required, post- and pre-war Vauxhalls: cash immediately—Hamilton Motors (Lond'n), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call write or tel. Paddington 0022. [W2052/R]

Vauxhall Spares and Service

C.A.O. **CROYDON AUTOMOBILE COMPANY, LTD.**

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair shops, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, reasonable exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]

RECONDITIONED gear boxes, suspension units in stock; old units accepted in exchange; also most other parts for all models DX, H, J, JCV, Velox and Wyvern; enquiries invited—Trianoon, Aerodrome Rd., N.W.4. Hendon 7255/6. [4482]

REPAIRS, reasonable prices! Gears, set seat covers from £5/15; reconditioned, guaranteed gear boxes, suspensions (complete pair inclusive king pins), from £15/10; shock absorbers, engines, reasonable prices! Quotations free; trade discount; cars bought, sold—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0076]

Vauxhall Spares and Service

KJ **MOTO**, Ltd., spares, accessories, reconditioned units, Perkins diesels—Bromley, Rav. 3456. [0593]

VETERAN CARS

CASS'S MOTOR MART—1908 Sizaire Naudin 2-seater, just restored to original—S. Warren St., W.1. Euston 4110. [C1040]

WELHAM, Veteran Car Specialists, buy and sell pre-1915—Surliton Hill Rd., Surliton, Elmbridge 1875. [C4070]

VINTAGE CARS

1928 20/60 Vauxhall Kimberley saloon, complete with history, excellent condition, owner abroad, seen week-ends—Tel. Blockley 264. [5146]

VOLKSWAGEN

C **COLBORNE GARAGE, Ltd.**, Ripley, Surrey. **THE** Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends; new, used and reconditioned cars available. Tel. Ripley 2361. [0375/R]

1954 Volkswagen of luxe saloon, two hundred new and used models in stock—Great West Rd., Brentford, Middlesex, Ealing 6811. [C3041]

1954 low mileage of luxe saloons in stock for immediate delivery, also one Microbus—Ralph Beard (Volkswagen Specialists), East St., Farnham, Surrey, Tel. day or night 5494. [C1092]

V&F **MONACO MOTORS**, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagens and handle no other type of car—Bever. [5204]

V&F Large selection of used Volkswagens always available—Below.

V&F **MONACO MOTORS**, Astwood Mews, Courtfield Rd., S.W.7. Fro. 4414. [0642/R]

1954 Volkswagen of luxe saloon, black and chrome, latest large type 1,120cc engine, 1,300 miles only, fitted Continental roof rack, taxed for the year, absolutely as new; £695—R. & F. Gradwell, Ltd., Reliance Garage, Waterloo Rd., Blackpool. Tel. 4222-9. [5041]

Volkswagen Cars Wanted

RECENT Volkswagen required—Cobb, 30, Harley House, London, N.W.1. [W1086]

RICHARDS & CARR buy Volkswagens—35, Kinnerton Rd., W.1. Ealing 5424. [W3045]

PERFORMANCE CARS urgently require Volkswagen—Great West Rd., Brentford, Middlesex. Ealing 6811. [W3041]

REQUIRED, really good Volkswagens—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Volkswagens—Wembley 6691/3903. [W4015]

V&F **MONACO MOTORS**—The Volkswagen S.W.7. Fro. 4414. [0500/R]

Volkswagen Spares and Service

VW **MOTORS, Ltd.** **GENUINE** spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighhouse St.), Tel. May. 6718. [0647]

C **COLBORNE GARAGE, Ltd.**, Ripley, Surrey. **GENUINE** Volkswagen spares, 24-hour postal service; all repairs and service—Tel. Ripley 2361. [0955/R]

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Weilbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0655/R]

REPAIRS, reasonable prices! Spare parts, set seat covers, £8; chrome wheel embellishers, £1 each; luggage racks, £4/7/6; cars bought, sold—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0044]

WOLSELEY

E **EUSTACE WATKINS, Ltd.**, the sole London distributors.

1953 4/44 saloon, black, 11,000 miles, one owner, excellent condition; £775.

1951 Wolseley 4/50, moonstone grey, 24,000 miles, radio; £565.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C3046]

CHARLES RICKARDS, Ltd., offer—

1953 (May) Wolseley 6/80 saloon, metallic grey, heater, 4,700 miles, one owner, faultless condition; £765.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch, Pad. 1920. [C3050]

1947 Wolseley 4 saloon, green with brown interior, excellent condition; £395—Below.

1952 Wolseley 6/80 saloon, grey, green interior, seat covers, 18,000 miles; £685—Robins East Putney, Tel. 4581. [C3010]

1939 12hp saloon; £235 or offer—Burgh Heath 124. [5170]

BEATS of Kingston, Wolseley distributors—Sales spares and repairs—102, London Rd., Kingston. Tel. 3349. [0083/R]

WOLSELEY 4/50, August, 1949, black, brown leather, radio, heater, absolutely immaculate; £485, h.p. possible—Col. 7542. [4737]

1939 Wolseley 25hp 7-passenger limousine, immaculate; £135—Lawton-Goodman, 133, Cricklewood Broadway, N.W.2. [C2022]

1952 Wolseley 6/80, 10,000 miles, heater, superb condition; £650—Smith & Hunter, 376, Kennington High St., W.14. Western 2312. [C4019]

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Wolseley 6/80s with a written guarantee plus two free after-sales service vouchers. Battersea 2252. [C3022]

WOLSELEY

1952 Wolseley 6/80, one owner, radio, heater, excellent condition; £610—Ashford, Middlesex, 2521. [C1009]

£239—1959 Wolseley 12 de luxe saloon, good condition throughout; terms—Autoniplex, 5, Balham High Rd., Balham 1509. [C1009]

A fitted radio, excellent condition; £225/11—100, Palmerston Rd., N.W.6. Mal. 4725. [C1011]

1937 Wolseley 14hp, 6-cyl., with radio, excellent condition, various spares; price £220—Apply 25, Hazelwood Ave., Morden, Surrey. [5055]

1940 Wolseley 10hp de luxe saloon, above average throughout; £245—Farnboro 3579. [5303]

1951/2 Wolseley, black, heater, superb order 2 through; £525—Cliff 55, Highmore Lane, Cleekeaton. Tel. Cleekeaton 1421 after 6 p.m. [5100]

1947 Wolseley 8hp 4-door saloon, one owner, new engine just fitted; £375—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1948 Wolseley 8hp 4-door saloon, excellent condition throughout; £345—Elborne Bros. Ltd., Margaret Rd., Southall, Middx. Wexley 1931/4038. [5267]

WOLSELEY 6/80 saloon, 1952, August, heater, Ace Rimbellishers, spot lamps; £600—Schofield, Premier Garage, Marsden, Huddersfield. Tel. Marsden 34. [4943]

1953 4/44 saloon, black, maroon upholstery, 3,500 miles, screen washer, fog lamp, long range lamp, carefully used, perfect condition; £800—Parsons, 1, Barkins Rd., Shoreham, Sussex. [5156]

1937-8 Wolseley 18hp saloon, black and grey, leather, one owner, new tyres, taxed year, super car; £175—Welham, Surbiton Hill Rd., Surbiton, stand 6041. [C4019]

1946 Wolseley 12 saloon, black, brown leather, very good condition; £365—Keiths Motor Co., Ltd., Green Lanes, Palmers Green, N.13. Boves Park 5100. [5236]

1947 Wolseley 10 sun saloon, excellent condition, guaranteed; £385; exchanges, terms—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [4490]

W 46, recon. engine has been fitted, black, spotless, any examination—Smith & Hunter, 376, Kennington High St., W.14. Western 2312. [C4019]

1955—Wolseley 14/60 1959 de luxe saloon, dark blue, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4019]

WOLSELEY 1938 25hp, magnificent order, overhauled by makers, 17 miles to gallon, chauffeur driven, backed-up during war, one owner, last end of year; £250—bargain—Williams, 1, Carlton St., off George St., W.1. Tel. Wel. 4677. [4490]

L IMOUSINES, 1950/25hp, partition, forward occu- sionals, black, speedometer recording 6,000, unblemished, opportunity, £795, another 1949, mileage 22,000, privately chauffeured, £725, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the car buyers—Highest cash prices for Wolseley 4/50—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Wolseley Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Wolseley—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

THE CAR MART, Ltd., London, wish to purchase Wolseley cars—Welsh Harp, Edgware Rd., N.W.9. Hendon 6549. [0721/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Wolseleys—Wembley 6691/3903. [W4015]

7-PASSENGER privately owned 1939 Limousine required, good condition essential. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

Wolseley Spares and Service

WOLSELEY spares and repairs—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R]

L **ARGENT** and quickest spares service in the South of England—Hewens Garage, Ltd., Reading. Tel. 4436. [0207/R]

R **HARDY & SON**, 55, Marylebone High St., W.1. (Weilbeck 1101)—Service, repairs and spare parts for all 1937 to 1954 models only. [0517/R]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R]

HARDSURFACED rockers 6/ exchange, bushes 6/ v-guider 3/6; many other spares—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 3498; open Sunday morning. [1M4067]

REPAIRS, reasonable prices! Parts, gears (including N.F.), set seat covers from £5/15; reconditioned gear boxes, engines, shock absorbers; quotations free; trade discount; cars bought, sold—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0077]

MISCELLANEOUS CARS

R **RAYMOND WAY**, the hire purchase specialists. **H** **ERE** are 5 cast-iron reasons why everybody's going to KILBURN WAY—

1. 200 used cars under £400 always available.

2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unequalled hire purchase terms.

4. Satisfactory exchange prices on your car, 3-5 years or motor cycle.

5. Every machine is plainly marked with price, year and model—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all bus lines and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0829/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

MISCELLANEOUS CARS

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Faling Rd., Great West Rd., Brentford, Midd. Baling 9462. (C5041)

BRAY MOTORS offer the following bargains for the handyman.

THEY all need some kind of attention and are offered cheap as they stand, but will be delivered free within a 50-mile radius.

1933 Alvis 20hp 7-seater limousine, £90; 1938 Oldsmobile 20hp, 4-door saloon, £95; 1937 Chevrolet 4-door saloon, 28hp, £95; 1939 Austin 16 4-door saloon, reconditioned engine, £150; 1935 Hillman 16 4-door saloon, £45; 1936 Armstrong 20hp 4-door saloon, runner, £75; 1937 Humber 27hp 4-door saloon, runner, £75; 1935 Crossley 1½-litre sports saloon, runner, £60; 1935 Morris 16 4-door saloon, runner, less battery, £50; 1933 Talbot 14 close coupled saloon, suitable for spares, £25; 1934 ex-W.D. Standard Super 13 de luxe saloon, £90.

HALP deposit on all above, balance 12 months, delivered to your door.

BRAY MOTORS, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

MISCELLANEOUS CARS

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 50 years. (C5010/R)

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). (C5071)

Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hamstead (Tube), N.W.3. Ham. 6041. (W4015/R)

If you wish to sell your car for cash, write, phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2023/R)

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0824/R)

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, call or 'phone Bri. 1791, Stockwell Rd., S.W.9. (0740/R)

Miscellaneous Cars Wanted

MAKIN & HARRISON of Chiswick.—London's top price buyers of good 8 and 10hp popular cars; H.P. a/c's settled; exchanges.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). (W2071)

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist.—364-366, High Rd., Leyton, E.10. (0341/R)

AMBULANCES

AMBULANCES from £100, large selection; new Fordson ambulances for immediate delivery.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (M2022)

MOTOR HEARSES

£1150 to £2150 complete hearses, Austin Sheerline 16hp and A70, Humber, Rolls; attention address.

LPE AND SAUNDERS (COACHBUILDERS), Ltd., 1 Station Approach, Kew Gardens, Tel. Richmond 1161. (1465)

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax, Tel. 4251. (0795/R)

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1950 Fordson 8hp van; £185.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)

THE WOODCOCK MOTOR CO., Ltd., Church St., Enson.

MORRIS commercial distributors 1-ton and 1½-ton vans in stock. Enson 1234. (3923)

1952 Austin A40 pick-up, maroon, one owner, excellent condition throughout, any inspection invited. £365, below.

1952 Jowett Bradford 10cwt van, primer grey, one careful owner, in outstanding condition for a commercial vehicle, 5 months' guarantee; £275.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandeyke 1166. (M4054)

1951 A40 pick-up, excellent condition; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677 &. (C2043)

1946 Leyland Lynx, fitted Gardner 41.K. light-alloy body, Milshaw tipping gear, in sound condition throughout; £355.

1948 Bedford dropside truck, longwheel base, in good condition throughout; choice of 2; £210 each.

1950 Fordson tipper, fitted Holst tipping gear, good running order.

1951 Fordson tipper, fitted Holst tipping gear, good running order; £75 each for quick sale.

UNITED GARAGE (LEEDS), Ltd., 247, Eland Rd., Leeds, 11. Tel. 77251-2.

1952 Austin A40 gown van; £395; exchanges, Kennington, W.14. Part 9704. (C5054)

1949-9 Ford 8 Scvt van, only one owner £175.—Has nursed this vehicle, it has done only a nominal mileage and looks and runs like new.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonner Road, Lane, Harrow. Tel. 625-6.

£245.—Scvt Ford, plain cream, reconditioned engine, 23,000.—Allery & Bernard, Ltd., 572, Kings Rd., S.W.3. Fla. 7545. (5232)

NEW Thames Scvt and 10cwt vans.—Arthur E. Goud, Ltd., 290-2, Chester St., W.1. Tel. Langham 1594-5. (10102/R)

RELIANT 10cwt van, Nov. 1951, used town delivery only, 11,000 miles, one owner, reason for selling larger van bought; £150 or nearest.—44, Castle Hill, Bedford. Tel. 4096. (5152)

FORD sale.—Magnificent 1953 Bedford transporter van, built on S.B. coach chassis with special overload springs, total internal space 1,340 cubic ft, length 27ft 2in, width 7ft 6in, height 12ft, travelling places for up to 7 persons, radio, 2 unused spare wheels, mileage 9,900; £5,000.—Counaught Engineering, Send, Surrey. Tel. Ripley 5122. (5064)

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LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Elstree and Birchington—Ld., Equal Selection London, please write or phone for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea (Thanet 41057). (0584/R)

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AS agents for all reliable makes of caravans we offer Berkeley, Consul, Europa and Governor. Marston, Investor, Bluebird, Campmaster, Newport Knight, Lynion, Raven, Sprite Simpson, Woodley, etc., from stock for cash or easy terms, with security and private sites with all conveniences.—Write for free copy 'Caravan Topics'.

WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamsted, Tel. Berkhamsted 1570-71. (00355/R)

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WHEREVER you spend your holidays, you will get the most out of them—and every week-end too—with an F.O.C. touring caravan; for as little as from £65 deposit, you can own a fine 4-4-berth model which will be your home-from-home wherever your car will take you; specially recommended and always in stock for early delivery is the Eccles range.

ND always a good selection of slightly used models; A part exchanges arranged for new and used cars or caravans; send for your free copy of 'Happy Homes Unlimited' mentioning this paper.

F.O.C. CARAVAN CENTRE, 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. (4920)

CARAVANS, both vehicles and trailers, from £155.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (M2022)

ST. ALBANS CARAVAN CENTRE, Ltd., Park St., near St. Albans. Tel. Park Street 2291-2 (on A51).—Agents for Berkeley, Paladin Travelmaster, Alperion, and any known make; also good selection of reconditioned caravans always in stock; call, write or 'phone. (0545/R)

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THE SWAN CARAVAN CENTRE, Forest Row, Sussex (Tel. Forest Row 239), specializes in the purchase and sale of second-hand caravans. (0176/R)

BERKELEY COURT 1951 4-berth aluminium de luxe caravan, complete with oil fuel stove, interior toilet, extension, toilet tent, flyscreen and many other extras, perfect condition; £475.—Perivale 4404. (5038)

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HIGH-CLASS mobile caravan hire fleet, latest models. Specialised services.—Pendower Caravans, Westfield Rd., Bishop's Cleeve, Tel. 301. (5586)

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GOOD class caravans for hire on attractive site at Ocombe Point, Exmouth, April to September.

ALSO small mobile fleet consisting mainly of light-weight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon.

MARTINS CARAVANS Co. (Exeter), Ltd., Countess Weir, Exeter. Tel. Topham 5691 (2 lines). (3259)

MODERN touring caravans, all sizes, from £5 per week.—Sparrow, 20, Ongar Rd., Dunmow, Essex. Tel. 7. (4760)

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WORTH caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (0095/R)

HOLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (0441/R)

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TOWING brackets, over 60 designs in stock.—B. Dixon-Bale, Ltd., Chester Tel. 24034. (0376/R)

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester 4. (0570/R)

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PRATT trailers, 3 to 6 feet carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northalerton, Yorks. (0547/R)

WOODROD TRAILERS.—Strong, light, low and modern standard model, 4cwt capacity; £28, delivered; write for specification.—Woodrodt Trailers, Millbrook, Stalybridge, Tel. 2411. (2879)

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RAYMOND WAY, for your new A.C. Petite, immediate delivery, choice of colours: £306/15/9, or £125 deposit; cars and motor cycles welcomed in exchange. Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 6, six days a week. (0776/R)

PRIDE & CLARKE, Ltd.—Immediate delivery of the A.C. Petite; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

GEORGE GROSE for your new A.C. Petite, from stock on unbeatable hire-purchase terms; demonstration cars available.—Ludgate Circus, London, E.C.4 or 834, High Rd., Finchley, N.12. Bri. 2149. (0454/R)

ALVIS

MANCHESTER.—Alvis main agents: sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burpale Lane, Me 19, Rus. 2674/5.

ALVIS 5-litre T.C.21 saloon, black and ice blue; £1,821/10/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 8104. (N4053)

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. (0307/R)

SCOTTISH distributors.—Alvis 'Grey Lady' saloon and coupe; early delivery.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7366. (0731/R)

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WM WELBECK MOTORS, Ltd. (officially appointed Armstrong Siddeley agents), would like to show you the wonderful new Sapphire at your home whenever you wish. Just telephone your instructions.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). (N4049)

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ARNES OF Albarrie St., for the magnificent Sapphire, quick delivery, demonstrations at any time, anywhere.—Hyde Park 9323, next to Brown's Hotel. (0991/R)

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STEARNS & Co. (CAR SALES), Ltd., offer immediate delivery of Saphires.—254, Brompton Rd., S.W.3. Ken. 0061. (4950)

HENLYS, Ltd. 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and parts of Cheshire. Tel. Blackfriars 7845. (0603/R)

CHEAM MOTOR & ENGINEERING Co., Ltd. Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. (0157/R)

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GUY SALMON.—New Armstrong Siddeley Sapphire saloons, choice of colours; we invite you to handle our demonstration car.

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W. T. RICHARDS (BEXLEYHEATH) Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0499/R)

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ORGANS OF OXFORD, 5 county distributors, demonstrator in stock, very early delivery, insured.—E. E. Organ & Sons, Ltd., Banbury Rd., Oxford, Tel. 59513-4. (0105/R)

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FOR your new Austin car.—23, Albemarle St., next to Brown's Hotel Hyde Park 9523. (0992/R)

D

DOVE Ltd., main dealers and distributors, Croydon & District, 115, Addisoncombe Rd., Croydon, Tel. Addisoncombe 3066. (N1077/R)

C

THE CAR MART, Ltd., London Austin distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1, Euston 1212. (0551/R)

ROWLAND SMITH'S for Austin.
ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041. (N4018)

MEBES & MEBES Ltd., (Est. 1895)

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EVANS & KITCHEN, Birmingham, offer the finest selection of new Austins.—Midland 2781. (0074/R)

HERBERT & MILLS Ltd., Austin A50, early delivery.—Gt. Portland St., W.1, Langham 5506-7. (N2036)

IMMEDIATE delivery A70 saloon, A40 pick-up and A40 van; exchanges and deferred terms.—

LANKESTER ENGINEERING Co. Ltd., 39-43, Eden St., Kingston-on-Thames, Tel. Kingston 314-1. (N263/R)

SOUTHGATE area, N.13, N.14 and N.21—direct agents for all models; open 8-6 week-days, Sundays 9-12.

SPRINGFIELD GARAGES, Ltd., 5576-7, evenings, Pal. 8974.—Winchmore Hill Rd., Southgate, N.14. (0272/R)

LANBERHURST, Kent.—F. J. Avaris & Co., High Street, Garage Tel. Lamberhurst 217. Your Austin dealers. (0146/R)

PRIDE & CLARKE Ltd.—Immediate delivery most models; exchanges, terms. 237, Brixton Hill, S.W.2, Tel. 3664-5. (N3095/R)

NEW Austin A70, grey-blue, heater, overriders; list price.—Coombe Bridge Garage, Kingston By-Pass, Maiden 3666-7. (J4914)

W. T. RICHARDS (BEXLEYHEATH) Ltd., Austin retail dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666.

YOU couldn't do better than secure early delivery of the most wanted Austin saloon; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (N2009)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Austin models; exchanges and terms.—34, Acre Lane, S.W.2, Brixton 4011. (0691/R)

SMITH & HUNTER, Austin direct agents, immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14, Western 2512. (N4019)

C. WIMBUSH Ltd., Austin stockists; part exchange and H.P. facilities.—312, Earls Court Rd., S.W.5, Frenant 8401. (N4056)

AUSTIN A70 Hereford saloon, black; £389/7/6.—A. G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 8104. (N4053)

A70 S/H saloon, black with red leather, heater and other extras, immediate delivery.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7, Frenant 3355. (N1083)

HILLINGDON MOTORS, Ltd., Austin direct agents, full sales and service facilities.—325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8589. (N2062)

SHEERLING & Princess saloon, 16hp hire car, A70, A40, A37 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2, Brixton 4011. (0691/R)

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AUTO-UNION D.K.W.

SOLE Concessionaires (United Kingdom) for the new Sonderklasse D.K.W. Three-53 896 c.c. car, saloon fixed head coupe, 2-seater and 4-seater cabriolet models.

A.F.N., Ltd., London Rd., Isleworth, Middlesex. (Hounslow 0011). (0456/R)

BENTLEY

RIPPOBROS. Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork, Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 7070 (10 lines). (0249/R)

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CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders for future delivery of the Bentley with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3435. (N1039/R)

DAVID ROSENFELD, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE Station: Cheetham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2502.

GROSE, Ltd., Northampton. (0506/R)

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREFAIR, Northampton, Tel. 4540. (0569/R)

B.M.W.

SOLE concessionaires in Great Britain for the Type 5.01 B.M.W. 6-seater luxury touring saloons.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

BOND MINICAR

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, Great Britain's largest Bond Minicar distributors. Immediate delivery all models, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.8, Maida Vale 6044; open 9 to 6 six days a week. (0439/R)

PRIDE & CLARKE, Ltd.—Immediate delivery of the latest models of the Bond Minicar; exchanges, terms.—158, Stockwell Rd., S.W.9, Brixton 6251. (N3068/R)

BORGWARD

REQUESTS for literature and demonstration to F. Fairman & Sons, Ltd., Horley, Surrey. Quick delivery all models. Sole distributors for Surrey and Sussex. (Tel. 17). (N3054/R)

METCALPE & MUNDY, Ltd., sole concessionaires for all Borgward cars, diesel and sports models and the new 2½-litre with optional Hansamatic drive; immediate delivery, nearly all models.—280, Old Brompton Rd., S.W.5, Fre. 5471 0196-7. (N3064)

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K. D. M. & CHERRINGTON, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1, Gros 5565.

NEW Bristol, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2232-3 and 14/16, High St., Esher, Surrey. (N1063/R)

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SCOTLAND and Northern England latest type 403 for immediate delivery; contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.3, Tel. Douglas 7599. (0732/R)

BUICK

BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1, Tel. Hyde Park 7121. (0398/R)

CADILLAC

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. (0326/R)

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adl), Leicester Sq. Tube Stn.), W.C.2, Temp Bar 3588—Distributors for London and Home Counties. (N1027/R)

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AUTO SALES (LONDON), Ltd., offer:—

IMMEDIATE delivery latest model 1954 Chrysler Plymouth 4-door saloon, r.h.d., finished in black fitted radio and heater, etc. only; list price, £2,010.—Auto Sales (London), Ltd., Belsize Rd., N.W.6, Maida Vale 5555. (4843)

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ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10, Tel. Egar 5505 (5 lines). (N1000)

C.M.I. CAR SALES,

OFFICIAL agents Citroen cars quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3, Pri. 6623. (N1051)

ACRES AUTOS, Ltd.

OFFICIAL

ALL models from stock; part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1909. (N1002A)

10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Macaulay 2211-2. (N1002A)

C. G. NOPMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1, Vic. 2211. (0297/R)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Citroen Light 15 saloon, to maker's full specifications, immediate delivery; list price £985/14/2.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62607-9-9. (C1057)

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—173, Westbourne Grove W.11, Bay. 4274. (N3035)

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DAIMLER Conquest and Century available from stock.—Coventry & Jeffs, Ltd., Bristol 20091. (0387/R)

DORLING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256.

SMITH MOTORS OF DULWICH for Daimlers.—285, Rye Lane, S.E.15, New Cross 0462. (0328/R)

DENHAM'S for Daimlers: Area dealers, sales and service.—Portsmouth Rd., Esher, Surrey, Tel. Esher 3560. (0491/R)

DAIMLER Conquest saloon, black; £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames Kin. 8104. (N4053)

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A NEW D.K.W. and a good allowance for your old vehicle from Tarrant & Fraser, service, U.S. Forces, foreign visitors, diplomatic corps, supplied free of duties, export.—10, Winchester Mews, N.W.5, Primrose 6159. (0921)

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HAILED by the technical press of the world: Air-cooled 850cc. 80mph. 80mpg. 6 seats, outstanding road stability, steering, brakes, panoramic visibility, amazing acceleration and many other advanced features. Details and early deliveries from Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.5, Primrose 6159.

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CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloons.

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ROWLAND SMITH'S for Ford.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041. (N4018)

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., A. Barton, Middx., Perivale 3588. And 6 & 12, Sangleys Rd., Catford S.E.6, Hither Green 4821. (N1066)

PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664-5. (N3068/R)

MAYFAIR and West End agent: all new Ford models; take delivery from:—

RIPPO, Ltd., 16, Albemarle St., W.1, Hyde Park 2952/3-4. (N3052)

C. WIMBUSH, Ltd., Ford stockists; part exchange and H.P. facilities.—312, Earls Court Rd., S.W.5, Frenant 8401. (N4056)

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.8, Maida Vale 6044; open 9 to 6 six days a week. (0439/R)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17, Balham 4401 (5 lines); 104, Ford Rd., Folkestone, Folkestone 5122 (2 lines). (0099/R)

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (0375/R)

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MOTORISTS (LONDON), Ltd., for Humber.—Gt. North Rd., E. Finchley Station, N.2, Tudor 2301-2. (N3018)

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HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

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ROWLAND SMITH'S for Jaguar.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041. (N4018)

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KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.-Bromley, Rav. 3456. (10286/R)
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WY. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII saloon; part exchanges.-74-78, Broadway, Bexleyheath. Tel. 1960. (0914/R)

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ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1114. (N1028/R)
RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.-Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906-7553. (10504/R)

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KAISER sales and service, sole concessionaires for Great Britain.-Ries's Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodfin 2201-6. (10309/R)

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LANCIA.-For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alport, N.R. Wemby, Middx. Tel. Pottville 5556. (10589/R)

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A NEW Mercedes and good allowance for your old vehicle from Tarrant & Frazer, service, export, U.S. Forces, foreign visitors, diplomatic corps, supplied free of duties.-10, Winchester Mews, N.W.3. Primrose 6159. (10589)

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MERCEDES-BENZ distributors for Surrey and Sussex, all models available; write for full details.-Woking Motors (Maybury Hill), Ltd., Woking 1929. (N4087)

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SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.-1176-1180, Christchurch Rd., Bournemouth, East Bournemouth. Tel. Southbourne 43545. (N4024)

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A NEW motoring experience, contact the Scottish distributors for full particulars latest models in stock.-Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26297. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. (10862/R)

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ROWLAND SMITH'S for M.G.
IMMEDIATE delivery new T.F. sports 2-seater.
ALL models supplied; part exchanges any distance; confidential; terms open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Tube), Hampstead 6041. (N4018)

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ORDERS your M.G. from us; exchanges and h.p.; T.F. in stock.-Epsom 1234. (13922)

ONE only, T.F. M.G., finished in ivory with green upholstery, wire wheels, terms and part exchange.
SMITH'S MOTORS, Dovercourt. Tel. Harwich 700-1-2. (5215)

PRIDE & CLARKE, Ltd.-M.G. agents; exchanges, terms.-237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)

JACK ROSE, Ltd. (M.G. Agents and Stockists), Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead, Surrey. Bury Heath 56. (N3056)

S O. SMITH (MOTORS), Ltd., for your new M.G. T.F. and Magnetite; cars, motor cycles taken in part exchange.-285, Rye Lane, S.E.15. Tel. New Cross 0489. (1329/R)

M.G.

IMMEDIATE delivery new M.G. T.F. 2-str., choice of colour; terms, exchanges.-Gibbons Sports Cars, Christchurch, Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1661. (15078)

IMMEDIATE delivery new M.G. T.F.: list price £270/5/10.-British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.C.2 (adj.), Leicester Square Tube Station). Temple Bar 3588. (N1027)

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WELBECK MOTORS, Ltd., proudly introduce the wonderful new Morgan; the Autocar road test of May '7th focused world attention on to this amazing new car; fitted with the TR2 engine and with greatly improved appearance and handling qualities, it is (at £530 inclusive) the lowest priced fully equipped over 100 mph model on the market; cars available at our showrooms for inspection and trial, or write for full details and performance figures; delivery is quick and certain; the Morgan has again entered the very top grade of the world's sports cars.

WELBECK MOTORS, Ltd. (officially appointed Morgan agents), 107, Crawford St., London, W.1. (near Baker St. Station). Welbeck 1159 (6 lines). (C4049)

PRIDE & CLARKE, Ltd.-Morgan agents; exchanges, terms.-237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. 161, Gt. Portland St., W.M. Langham 7735. (10510/R)

MORGAN Plus 4, prompt delivery of these cars; spares for same; huge stock of 4/4 and 5-wheeler spares.-F. H. Douglas, Morgan Specialist, 14, South Ealing Rd., Ealing, W.5. Est. 0570. (10728/R)

HUXHAM'S, Ltd., offer immediate delivery of Plus Four 2-seater; £301/10/10; terms and/or exchanges.-Penn Hill Garage, Parkstone, Dorset. Tel. Parkstone 5207. (N4018)

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner, cash, exchange or hire purchase.-County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (14322)

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.-Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. (0786/R)

MORGAN Plus-4 distributors; latest 1954 2-seater with sloping radiator and built-in head lamps for immediate delivery; send s.a.e. for full specification.-Motourists (London), Ltd., 40, North Rd., East Finchley Station, N.4. Tudor 2301-2. (N5018)

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ROWLAND SMITH'S for Morris
ALL models supplied; part exchanges any distance; confidential; terms open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

C W. J. COLES (CROYDON), Ltd., 13, Blunt Rd., South Croydon, Croydon 0074-5. (12926)

PRIDE & CLARKE, Ltd., Morris agents; exchanges, terms.-237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.-High St., Sutton, Vigilant 4444. (10342)

LANKESTER ENGINEERING Co., Ltd., official Morris retailers.-59-63, Eden St., Kingston-on-Thames, Tel. Kin. 3181-4. (10264/R)

YOU couldn't do better than secure early delivery of the most wanted Morris saloon, current market value for your present car, subject to inspection.
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SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.-376, Kensington High St. W.14. Western 2512. (N4019)

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NASH cars spares and repairs through Nash Concessionaires Ltd., only.-Nash St. Albany St., N.W.1. Euston 5559/9. (0562/R)

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DISTRIBUTORS (RAWLEIGH), Ltd.-Sales Services and Spares.-Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. (0882/R)

OLD SMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.-Lex Garages, Ltd., 2, Lexington St. W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). (0257/R)

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LANCASHIRE and Cheshire distributors for Opel sales service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2874-5. (0199/R)

PACKARD

SOLE Concessionaires Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Uxbridge, Middlesex. Ealing 2400. (0750/R)

PEUGEOT

LANCASHIRE.-Distributors for Peugeot cars, early delivery, sales and service.
A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. (01915/R)

LONDON.-Peugeot sales and service.-Whitche & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. (10185/R)

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. (0899/R)

YORKSHIRE.-Distributors for Peugeot cars; early delivery; sales & service.-Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). (0835/R)

PEUGEOT

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PONTIAC.-U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Farnbank Rd., Ascot, Berks. (10950/R)

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.-A.F.N. Ltd., Falcon Works, London Rd., Is-worth, Middlesex. Hounslow 0011. (10506/R)

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PRIDE & CLARKE, Ltd.-Immediate delivery of the Reliant Regal; exchanges, terms.-158, Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.-Kilburn Bridge, N.W.6. Maids Vale 6044. (0778/R)

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PRIDE & CLARKE, Ltd., Renault agents, immediate delivery, exchanges, terms.-158, Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.-Kilburn Bridge, N.W.6. Maids Vale 6044. (10777/R)

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YORKSHIRE.-For Renault sales & service, early delivery of the 750cc saloon and the 2-litre Fregate model.-Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). (0536/R)

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1 14-litre delivery ex stock; one only.-Montrose 12 Motor, Wemby 2656. (10765/R)

H M. BENTLEY & PARTNERS, Ltd., 3, Albemarle St., London, W.1. Tel. Grosvenor 5551. (N1018)

1 14-litre saloon, blue, immediate delivery.-Tel. Cranmore, Potters Bar 204. (N1062)

JOHAN S. TRUSCOTT, Ltd., official Riley retailers.-173, Westbourne Grove, W.11 Bay 4274. (N4055)

SMITH MOTORS of Dulwich for Rileys; terms, exchanges.-285, Rye Lane, S.E.15. New X 0462. (10550/R)

PRIDE & CLARKE, Ltd.-Riley agents; exchanges, terms.-237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)

NEW Rileys.-Try Motourists (London), Ltd., 40, North Rd., East Finchley Station, N.2. Tudor 2301-2. (N5018)

HUXHAM'S, Ltd., offer immediate delivery of new 14-litre saloon; £1,205/5/10; terms and/or exchanges.-Penn Hill Garage, Parkstone, Dorset. Tel. Parkstone 2. (19028)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of the new 14-litre in a choice of standard colours, in addition we always have a stock of unpaired cars to enable customers to obtain delivery within 7 days of special colour finishes to their own choice.

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CAR MART, Ltd.
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OFFICIAL Rolls-Royce and Bentley retailers.
SHOWROOMS: 1-5, Peter St., Manchester. 2. (10561/R)

SERVICE station: Cheetham Hill Rd.,
MANCHESTER. 8. Tel. Blackfriars 2302. (10561/R)

GROSE, Ltd., Northampton.
OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.
MAREFAIR, Northampton. Tel. 4580. (10520/R)

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI specialists since 1905.-Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

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HENLYS, England's leading Motor Agents.
ROVER distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2257)
HENLY House 385, Euston Rd. N.W.1. (Euston 4111.) (10154/R)

NEW CARS FOR SALE

ROVER

ROVER
RODON MOTORS, Ltd., Barnet Herts. Tel. Barnet 1114 (N5026/R)
COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8 (10245/R)
H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London W.1. Tel. Grosvenor 5551. (N1018)
KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers—Bromley, Rav 3456 (10287/R)
DORLING MOTOR CO., Ltd., main dealers, Rover 60, 75 and 90—Dorling 2256 (N1088)
ROVER 90, earliest delivery from Elliotts, Rover distributors, Tel. Bideford 744. (14568)
BECHTEL, F., Dodson, Ltd., Rover distributors, Sackville Garage, Middlesbrough Rd. Tel. 2362/3. (1912/R)
STEARNS & CO. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. Sales and service. (14951)
CROYDON Main Agents, Leatherwood's Garages, Ltd., 20, St. James's Rd., Croydon, Tho. 1222. (10063/R)
W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges—74-78, Broadway, Bexleyheath, Tel. 1866. (10179)
NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Marefair, Northampton, Tel. 4540. (10001/R)
ROSENFELD for Rover, distributors for Lancashire and Cheshire—David Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. (10666/R)
DUNHAM & HAINES, London, specialists in Rover sales and repairs, write or phone for demonstration and delivery details; appointed agents for fitting sliding roofs, Luton 2100, 1. (N1079)
H. A. FOX & CO., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models—5-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8222. (10140)

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited—521, Romford Rd., Forest Gate, E.7. Maryland 4815. (10452)

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LONDON, W.1
SEE and try the new Simca Aronde; orders accepted for immediate delivery—H. C. Paul, Ltd., 12, Bruton Place, W.1. Tel. Mayfair 021-2. (N3040)
DISTRIBUTORS
CENTRAL and West Surrey.
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey. Always available. (N1049)
FIAT (ENGLAND), Ltd.,
WATER RD. Wembley, Tel. Perivale 5651
SOLE Concessionaires.
IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. (10663/R)
WEST Kent Area Dealers, Mabon's Garage, Ltd., Cranbrook 2252. Enquiries welcomed. (10167/R)
SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford, Tel. Watford 4191. (10382/R)
NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2252/3. (M1063)
PRIDE & CLARKE, Ltd., Simca main agents; immediate delivery, part exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)
H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery—9, Albemarle St., W.1. Grosvenor 5551.
MAYFAIR GARAGES, Ltd. (Fiat sales and service).—Immediate delivery of the new Simca—Demonstration car from Balclutha St. (opp. Selfridges), W.1. Mayfair 5104-5.
DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities—273, London Rd., Staines, Tel. 4211 (5 lines). (N1090)
A NEW Aronde saloon or chateleine station wagon and a good allowance for your old vehicle from Farrant & Frazer, service, export, U.S. Forces, foreign visitors, diplomatic corps supplied free of duties—10, Winchester Mews, N.W.3. Primrose 6159. (10046)

PETROL economy contents wanted; Simca Aronde saloon; family saloon with sports car performance; 1954 Aronde is existing different, well within your budget and so safe, so swift, so comfortable; your present car welcomed in part payment at its current market value and credit facilities confidentially arranged; coloured brochures and a trial run from **FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2008)
SINGER
THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.
AUTOMENDERS, Ltd., Lowther Garage, London A.S.W.13, Riverside 6498. (10757/R)
B & H MOTORS OF WHETSTONE, official Singer area dealers, all models in stock for immediate delivery; exchanges and hire purchase; trade enquiries welcomed for areas N.10, N.11, N.12, N.20, N.22, Barnet and Hendon Herts—1464-5, High Rd., Whetstone, N.20. Tel. Hillside 6771. (N1030)
STANDARD
ROWLAND SMITH'S for Standard.
ALL models supplied; part exchanges any distance; a confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (N4018)

BERKELEY SQUARE HOUSE GARAGE, Ltd.,
OFFER early delivery with service on the spot; day and night garage.
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J. SHEPHERD & CO. (ENFIELD), Ltd., offer—
NEW Standard Vanguard Phase II for immediate delivery—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Tel. Howard 1631. (N4009)
KJ MOTORS, Ltd.—Renown, TR2, Vanguard models, early delivery—Bromley, Rav 3456. (10220)
JACK ROSE, Ltd., Standard and Triumph Agents, High St., Banstead, Surrey, Burgh Heath 36. (N3056)
NEW Standard 8—Try Motorists (London), N.2, Tudor 2301-2. (N3018)
VANGUARD and Triumph—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N3018)
W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges—74-78, Broadway, Bexleyheath, Tel. 1866. (10179)
YOU couldn't do better than secure early delivery of the most wanted Standard saloon; current market value for your present car, subject to inspection.
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STANDARD car specialists in sales and service; deferred terms—Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. (10431/R)
ERKINE, Working, for most Standard cars, exchange and immediate h.p. terms—S. F. Erskine & Sons, Ltd. Tel. Woking 350. (N2051)
BEVERLY MOTORS, Coombe Rd., New Malden—New Standard Vanguard list price; immediate delivery Malden 3232/3. (1584)
JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models—173, Westbourne Grove, W.11. Bay, 4274. (N4035)
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068—Standard and Triumph Main Distributors in areas of Surrey and Kent. (10226/R)
PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)
MAGDALEN MOTORS, Ltd., offer for immediate delivery Vanguard Phase 2 and early delivery Standard 8; terms and exchanges—311, Tring Rd., Wandswoth Common, S.W.18. Battersea 5575 and 7879. (N3005)
HUXHAM'S, Ltd., offer immediate delivery of new Vanguard, fitted heater, £205/1/8; terms and/or exchanges—Penn Hill Garage, Parkstone, Dorset. Tel. Parkstone 2. (10229)
STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo. available—Lanckester Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin. 3151-4. (10027/R)
MEBES & MEBES, Ltd. (Est. 1895), Standard specialists, offer early delivery of Vanguard—Phase II and 8hp models rotational delivery of 10hp and sports models—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2094. (N3012)

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models, Hawley Cres., Camden Town, Gul 4141. (10091/R)

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer—
IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (10204/R)
SUNBEAM Alpine, finished in ivory with bright red leather upholstery; list price—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3535. (N1063)
IMMEDIATE delivery new Sunbeam-Talbot saloons; choice of colours; terms, exchanges—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (15029)
SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine—145 London Rd., Croydon, Croydon 4600-4632. (10689/R)
ALWAYS prompt and efficient service from the Central London Rootes agents; Sunbeam-Talbots our speciality; immediate attention to your enquiries—Cattermole's (Garages), Ltd., 79/89, Pentonville Rd., N.1. Tel. 1001. (10405/R)

TRIUMPH

ROWLAND SMITH'S for Triumph.
ALL models supplied; part exchanges any distance; a confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (N4018)
BERKELEY SQUARE HOUSE GARAGE, Ltd.,
OFFER early delivery with service on the spot; day and night garage.
BERKELEY Sq., London, W.1. Gro. 4343. (10856/R)
PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)
NEW Triumph TR2, pearl white with red leather upholstery, black hood; list price—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (10177)
TR2, signal red, adjustable steering, immediate delivery; list price £293/1/8—Arthur Prince's Garage, Ltd., Loughborough, Tel. 3245. (15152)
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068—Standard and Triumph Main Distributors in areas of Surrey and Kent. (10226/R)
LANCKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery—Renown saloons, choice of colour—39-43 Eden St., Kingston, Tel. Kin. 3151-4. (10893/R)

VAUXHALL

VAUXHALL cars—Shaw & Kilburn, Ltd., Showrooms—
4-6, Berkeley Sq., W.1. Grosvenor 4328. (10019/R)
PARTS and service: Western Ave. W.3. Acorn 4641. (10019/R)
KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts—Bromley, Rav. 3456. (10221/R)

VAUXHALL—L. F. Dove, Ltd., area dealers for Working and district; early deliveries—Guildford Rd., Woking, Tel. Woking 1282. (N1078)

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C COLBORNE GARAGE, Ltd., Ripley, Surrey.
BUY your new Volkswagen from the original specialists and main distributors; full service facilities—Tel. Ripley 2361. (10177/R)
SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove, Tel. 34037-8. (10190/R)
IMMEDIATE delivery Volkswagen de luxe saloons, finished in black and strato silver, terms and exchange.
SMITH'S MOTORS, Dovercourt, Tel. Harwich 700-1-2. (15217)
CROYDON—H. Harmer Car Sales, Ltd., Area Dealers, 44/46, Brighton Rd., South Croydon, Croydon 6225, Uplands 8629. (10177/R)
EUROPEAN CARS, Ltd., distributors for London Western districts, early delivery, demonstrations, exchanges, terms; also vans, pick-ups and buses. 131, Old Brompton Rd., S.W.7. Fre. 3535. (10900/R)

AT your service in South Yorkshire and North Derbyshire—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, Tel. 26358/9. (10128/R)
YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7, Tel. 685151 (2 lines). (10723/R)
CLAND & TAYLOR, Ltd., Welwyn By-Pass, Herts. Tel. 461-2/3, offer early delivery of de luxe saloons, 8-seater Micro Bus and 15cwt van with double doors on one side. (N1001)
DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities—273 London Rd., Staines, Tel. 4211 (5 lines). (N1090)
PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; "by return" spares service—158, Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)
WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available—Upper Brook St., Manchester, 13, Tel. Ardwick 4261-7. (10129/R)
ALL models (standard and de luxe saloon, Microbus, Kombi, van, pick-up, ambulance), good allowance for old car, exchanges, demonstration any time, service, trade discount; U.S. Forces, foreign visitors, diplomatic corps supplied free of duties—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. (10041)

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/15/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details.
BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. (N1017)

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase—12, Berkeley St., W.1. (Mayfair 5961). (N4046)
ROWLAND SMITH'S for Wolseley.
ALL models supplied; part exchanges any distance; a confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (N4018)
THE WOODCOTE MOTOR CO., Ltd., Church St., Epsom.
WOLSELEY distributors for East Surrey—Rapid delivery 6/80, 4/44 in rotation.—Epsom 1234. (13921)
C. W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., South Croydon, Croydon 0074/5. (11980)
PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5. (N3068/R)
R. C. WIMBUSH, Ltd., Wolseley stockists, 6/80 available; part exchange H.P. facilities—312, Earls Court Rd., S.W.5. Freeman 8401. (N4056)
MEBES & MEBES, Ltd. (Est. 1895), Wolseley specialists, offer early delivery of both Six-Eighty and Four-Forty-Four models, choice of colours—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (N3012)

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GATEHOUSE MOTORS.
ARE stockists for Austin, Ford and Singer cars—
GATEHOUSE Motors, Ltd., Highgate Village, London, N.6. Mo. 4444. (N2021)
ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.
PART exchanges, any distance, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (N4018)
ALL particulars of the new Thunder, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Greenway 3401. (1012/R)
MARSTON MOTOR CO., Ltd., for new Jaguar, Sunbeam, Austin, Armstrong, Triumph and Rover, full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write—Marston Motor Co., Ltd., Sta. 8000. (10713/R)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

SYNCHRO
1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors. Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. (0656/R)

MANCHESTER—Drive yourself 1953-54 saloons. Overseas visitors specially catered for. **SURELEFT**, delivery anywhere in England. **SUREFLEET**, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1557. (0646/R)

SMITH & HUNTER for self-drive: inclusive winter rates.—376, Kensington High St., W.14. Ws. 6417. (0459/R)

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Rear, 36, Mackenzie St. Tel. Slough 20501. (0132/R)

IRELAND Self Drive.—Ryans, 35, Upper O'Connell St., Dublin 1. Crofton Ave., Dun Longhair. (0877/R)

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.1. Reg. 9864-5. (0466/R)

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lonfax (Tel. 7771-2). Dolphin Square, S.W.1. (0042/R)

GIVE CARS self-drive hire service with new Ford Consul, unlimited mileage.—60/62, Queensway Rd., W. London, S.W.6. Mac. 355. (0091/R)

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 8, Choumert Rd., Peckham, S.E.15. Tel. Great 2103. (0776/R)

RISH touring hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin 1. (069/R)

HAROLD R. HILLS GARAGE—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kennington 2020. (0551/R)

WIMBLEDON CAR HIRE Self-drive Specialists. 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wm. 5834. (0811/R)

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill S.E.25. (For. 2432). (0679/R)

A40's, A70s, A90s, saloons and convertibles to drive yourself, book now for your summer holidays.—Truman's Garages, Queensway, W.2. Tel. Bay 6415. (0686/R)

EDWARDS & DAVIES (CAR HIRE), Ltd.—1952-54 8 and 10hp Ford; unlimited mileage; cars delivered.—Bri. 5532 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. (0683/R)

1954/3 new Consul, Oxford, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.2. Penkington 2646/697. (0518/R)

POST-WAR self-drive cars from £10 per week or daily, special facilities for overseas visitors.—G.P. (Baham), Ltd., 2c, Baham Hill, S.W.12. (0202/R)

OSHAM SOUTH TUBE, Ltd., 1107-9, Seven Sisters Road, Finchbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Sio 9444. (0507/R)

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Best cars, most economical and dependable service for all occasions; tariff on request.—10, Marlborough Rd., Finchbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Sio 9444. (0507/R)

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven, 1952-54 A30s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 7649. (0834/R)

1954 cars in perfect condition, keenest rates day, week or month, including comprehensive insurance.—British Self Drive Cars, 13a, Adam and Eve Mews, W.8. Western 4795. Night service Palace 3304. Cables: Britcars London. (0166/R)

SUSSEX MOTORS—Self-drive or chauffeur-driven; 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Wood Miers, Burnwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. (0589/R)

SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim car, motor, insurance, petrol, repairs, alternative type available.—Home & Overseas Motors, 160, Finchley Rd., N.W.5. Hampstead 0087-8-9. (0031/R)

OVERSEAS visitors, a fleet of 1952-3 Austin Drive type saloons for hire to drive yourself; send for illustrated brochure to Drivehire Cars, Ltd., Head Office, Kingsway Newport, Mon. Available at 12 Drive-type stations throughout Britain. Also available for home market. (0211/R)

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IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. (0580/R)

WILSON'S CAR HIRE SERVICE—New car, in perfect condition; self-drive from £1 per day plus 6d a mile or £5 a week plus 6d a mile including petrol, oil, insurance. Overseas visitors can hire or buy with guaranteed repurchase price.—4, Acton Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 5901. (0802/R)

WELBECK CAR HIRE—New self-drive cars, no mileage charge, you just pay a flat rental and that is all.—Ship one day £1/15, 24 hours £2/10, one week £12/10; new Anglias at 65 pence per day and £16 per week.—Welbeck Car Hire, 107, Crawford St., London, W.1 (near Baker St. Station). Webeck 5491. Office hours 8 a.m. to 6 p.m. (0631/R)

DRIVE YOURSELF HIRE—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 30 years.—Write, phone or call.—H. P. Edwards & Co., Ltd. (Established 1918). 154, Great Titchfield St., London, W.1. Tel. Lancham 0012 and Museum 5566. (0205/R)

HIRE a car as private as your own from Victor Britain, the Car Hire Specialists; pay less and always get a new car, self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day for a week and an easy 5d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4881); or H. St. Gumerland Place, Marble Arch, W.1. (Tel. Ambassador 2814). (0772/R)

600 new 1954 U-drive cars/estate cars from 35/- a day for 50 miles or 3d a mile, Britain and Europe; radio/heater; recommended A.A. and R.A.C.; unlimited mileage and special quotations long periods; contract rates; cars sold on repurchase terms; fleet owners' annual replacement scheme; experience service which has built up Britain's largest new car fleet.—J. Davy, Bahama St., Piccadilly, S.W.1. Trn. 2021. Branches: East Court (For. 6000) and Kensington (For. 4211). (0401/R)

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YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

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ROWLAND SMITH will quote for your car in part exchange; exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6601. (0418/R)

RON MCKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Streteford, 2 miles South Manchester; open to 8 p.m. and week-ends; terms if required. (0325/R)

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms 18 months.—Price & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. (0036/R)

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RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 1055. (0222/R)

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 6000. (0159/R)

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. (0162/R)

UNIVERSITY ELECTRICS, Ltd., 7, Bedford St., W.1. Gro. 4141. Specialists in car radio, H.M.V. Radiomobile Etc., expert installation and service for trade and retail. (0665/R)

CAR RADIO

1952 Vanguard, H.M.V. with aerial, as new, best offer.—Write Neutron, 344, Foxhall Rd., Ipswich. (4953/R)

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JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. (M1062/R)

W. H. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, resculing, trimmings and conversions, special facilities for overseas visitors. Fibreglass constructions and repairs undertaken. (565-6/R)

50 velvet head lining, 7/6 yd., Vynide leather, 32/6 yd., 54in double felt, 7/6 yd.; bucket seats complete 45/-, shell only 25/-; new easy rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, windows, channels, windows, Perspex, trimmings, fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. (M406/R)

FOR every requirement, body fittings and trimmings, complete seats, large selection including light steel frames 25/- upholstered Vynide spring cushions 44/- tubular framed from 44/15, light alloy frames 14in 65/-, trimmed Condually hide, Dunlopole 28/15; back lights (rear windows) from 26/6, cycle type wings; steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings, stamp list.—Derrington, 59-61, London Rd., Kingston 5621-2. (M1071/R)

CONTACT LENSES
MODERN CONTACT LENS CENTRE, 7(F), Endeavour Court, W.C.1.—Deferred terms; booklet sent. (0894/R)

LAMPS, ETC.
YELLOW head lamp bulbs for Continental driving available for most makes.—Beverly Motors, Coombe Rd., New Malden, Tel. Malden 3232. (3855/R)

PACKING AND SHIPPING
R. & J. PARK, Ltd., 143/5, Fenchurch St., E.C.3. Mansion House 305.—Packing Works: Dominion Works, Chislehurst, W.4. Chislew 7761. Special shippers to the motor trade. (0650/R)

THE MOTOR PACKING CO., Ltd., London Colney, Hert. (Tel. 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods; collection and delivery L.O.B. or c.i.f. Branches Coventry and Liverpool. (0966/R)

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J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. (5954/R)

TUITION
AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, etc. Extended courses to prepare for A.M.I.Mech.E., A.M.I.E.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0321. (0556/R)

UNDER-CAR COATINGS
UNDERBODY protection service.—We offer this service at low cost from E.10-H. Taylor, The Crescent, Southiton Elmbridge CO81. (4201/R)

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7.

FRONT and rear axles suspension units, shafts, etc., straightened, heat treated, crack detected.—56a, High St., Wimbledon. (0596/R)

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you? **CROWN** wheels and pinions; large stock for most makes, new and second-hand.—37-105, Nottingham Causeway, London, E.C.1. Tel. Hop. 3262. (0609/R)

CROWN wheels and pinions, N.R. for Morris 8, 95/-; pair, Ford 8, 99/6; Hillman Minx 43/5; Singer and 9, 46/5; Standard 1.9, 45/15; Vauxhall, 45/-; Withams, 18, Baham Hill, London, S.W.12. Battersea 5880/8769. (0905/R)

1500 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machant & Son, Lockford Lane Garage, Stonehouse, Cheltenham, Glos. 3615. (0223/R)

BATTERIES, CHARGERS, ETC.
BATTERIES—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.50-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedway 3, Martlets St., Shepherd's Bush, W.12. She. 4224. Also behind 96, Upper Wickham Lane, Welles, Kent. Tel. Woolwich 2596. Early closing Wednesday. (8657/R)

BATTERIES, CHARGERS, ETC.

50/-—Brand new 6-volt batteries; 12-volt 95/-; guaranteed Westbury Garage, Westbury Ave., Wood Green, N.22. Bowes Park 3500. (0859/R)

BATTERY plates, machine pasted, highest quality, squat and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Bagnall Works, Wolverhampton. (14187/R)

47/6—Battery prices down again! 6-volt 9-plate 47/6; 6-volt 12-plate 56/6; 12-volt 9-plate 92/6; Withams, 18, Baham Hill, S.W.12. Battersea 5290/3769. (0828/R)

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TROS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402 (5 lines). (0649/R)

RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each. (0649/R)

BRAKE cables, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ledbrooke 3941. (0014/R)

YONG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt dispatch; quotations by return.—20/32, Tooting Bec Rd., London, S.W.17. Belsam 7791. (0972/R)

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CAMSHAFTS, worn or damaged cams built up and ground to original profile and life.—Moore & Ellis (London), 7246, Ltd., 87, Scoresby St., London, S.E.1. Wat. 7261. (10262/R)

CARBURETTORS, ECONOMISERS
G L ZENITH carburetors.
STROMBERG and S.U. carburetors
GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (3 lines). (0855/R)

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CARBURETTORS and pressure pumps.
SERVICE, tuning, repairs.
SOLE distributors.
W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.3. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. (0572/R)

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CARBURETTORS, ECONOMISERS

S.U. Official service depot.—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). (0260/R)

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24 Widney Rd., Knowle, Birmingham. (0894/R)

W. WATSON & Co. (LIVERPOOL), Ltd., Auto Electrical Depot, Oldham St., Liverpool, 1, Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial parts and replacement S.U. and A.C. fuel pumps; prompt postal service. (0103/R)

S.U. official carburettor agent, tuning by S.U. trained mechanics; car repairs.—Geo. Adams, 28-30, Rochester Mews, N.W.1, Goul. 4074. (0255/R)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. (0525/R)

ZENITH, Solex, S.U. new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). (0523/R)

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey, Emb. 2323/4. (0575/R)

NEW H2O bomb, reduces petrol consumption considerably, increases performance; £5/7/6.—Testimonials Literature from Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0085/R)

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburetors and spares in the North; conversion set for American cars; flexible petrol pipes and air filters, prompt attention to postal enquiries.—Lime St. Garages (Lpool), Ltd., Bolton St., Liverpool, 3. Royal 3232-35. (0525/R)

TWIN carburetor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburetors for Austin A30, Minor 60/117/10, Minor 95, Oxford Ford 8 and 10, Renault 750 226, Consul 230; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. (01071/R)

WOOL pile and rubber-backed carpets, ribbed Har-dura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rug, floor cover and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT CO., Ltd. (Est. 1950), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6263/5. (0164/R)

CAR COVERS

"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, fitted, weighted waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft x 6ft, 27/6; 9ft x 12ft, 3/1/6; 15ft x 12ft, 7/4/-; 20ft x 12ft, 13/1/-; 30ft x 12ft, 21/6; 40ft x 12ft, 31/6; 50ft x 12ft, 41/6; 60ft x 12ft, 51/6; 70ft x 12ft, 61/6; 80ft x 12ft, 71/6; 90ft x 12ft, 81/6; 100ft x 12ft, 91/6; 110ft x 12ft, 101/6; 120ft x 12ft, 111/6; 130ft x 12ft, 121/6; 140ft x 12ft, 131/6; 150ft x 12ft, 141/6; 160ft x 12ft, 151/6; 170ft x 12ft, 161/6; 180ft x 12ft, 171/6; 190ft x 12ft, 181/6; 200ft x 12ft, 191/6; 210ft x 12ft, 201/6; 220ft x 12ft, 211/6; 230ft x 12ft, 221/6; 240ft x 12ft, 231/6; 250ft x 12ft, 241/6; 260ft x 12ft, 251/6; 270ft x 12ft, 261/6; 280ft x 12ft, 271/6; 290ft x 12ft, 281/6; 300ft x 12ft, 291/6; 310ft x 12ft, 301/6; 320ft x 12ft, 311/6; 330ft x 12ft, 321/6; 340ft x 12ft, 331/6; 350ft x 12ft, 341/6; 360ft x 12ft, 351/6; 370ft x 12ft, 361/6; 380ft x 12ft, 371/6; 390ft x 12ft, 381/6; 400ft x 12ft, 391/6; 410ft x 12ft, 401/6; 420ft x 12ft, 411/6; 430ft x 12ft, 421/6; 440ft x 12ft, 431/6; 450ft x 12ft, 441/6; 460ft x 12ft, 451/6; 470ft x 12ft, 461/6; 480ft x 12ft, 471/6; 490ft x 12ft, 481/6; 500ft x 12ft, 491/6; 510ft x 12ft, 501/6; 520ft x 12ft, 511/6; 530ft x 12ft, 521/6; 540ft x 12ft, 531/6; 550ft x 12ft, 541/6; 560ft x 12ft, 551/6; 570ft x 12ft, 561/6; 580ft x 12ft, 571/6; 590ft x 12ft, 581/6; 600ft x 12ft, 591/6; 610ft x 12ft, 601/6; 620ft x 12ft, 611/6; 630ft x 12ft, 621/6; 640ft x 12ft, 631/6; 650ft x 12ft, 641/6; 660ft x 12ft, 651/6; 670ft x 12ft, 661/6; 680ft x 12ft, 671/6; 690ft x 12ft, 681/6; 700ft x 12ft, 691/6; 710ft x 12ft, 701/6; 720ft x 12ft, 711/6; 730ft x 12ft, 721/6; 740ft x 12ft, 731/6; 750ft x 12ft, 741/6; 760ft x 12ft, 751/6; 770ft x 12ft, 761/6; 780ft x 12ft, 771/6; 790ft x 12ft, 781/6; 800ft x 12ft, 791/6; 810ft x 12ft, 801/6; 820ft x 12ft, 811/6; 830ft x 12ft, 821/6; 840ft x 12ft, 831/6; 850ft x 12ft, 841/6; 860ft x 12ft, 851/6; 870ft x 12ft, 861/6; 880ft x 12ft, 871/6; 890ft x 12ft, 881/6; 900ft x 12ft, 891/6; 910ft x 12ft, 901/6; 920ft x 12ft, 911/6; 930ft x 12ft, 921/6; 940ft x 12ft, 931/6; 950ft x 12ft, 941/6; 960ft x 12ft, 951/6; 970ft x 12ft, 961/6; 980ft x 12ft, 971/6; 990ft x 12ft, 981/6; 1000ft x 12ft, 991/6; 1010ft x 12ft, 1001/6; 1020ft x 12ft, 1011/6; 1030ft x 12ft, 1021/6; 1040ft x 12ft, 1031/6; 1050ft x 12ft, 1041/6; 1060ft x 12ft, 1051/6; 1070ft x 12ft, 1061/6; 1080ft x 12ft, 1071/6; 1090ft x 12ft, 1081/6; 1100ft x 12ft, 1091/6; 1110ft x 12ft, 1101/6; 1120ft x 12ft, 1111/6; 1130ft x 12ft, 1121/6; 1140ft x 12ft, 1131/6; 1150ft x 12ft, 1141/6; 1160ft x 12ft, 1151/6; 1170ft x 12ft, 1161/6; 1180ft x 12ft, 1171/6; 1190ft x 12ft, 1181/6; 1200ft x 12ft, 1191/6; 1210ft x 12ft, 1201/6; 1220ft x 12ft, 1211/6; 1230ft x 12ft, 1221/6; 1240ft x 12ft, 1231/6; 1250ft x 12ft, 1241/6; 1260ft x 12ft, 1251/6; 1270ft x 12ft, 1261/6; 1280ft x 12ft, 1271/6; 1290ft x 12ft, 1281/6; 1300ft x 12ft, 1291/6; 1310ft x 12ft, 1301/6; 1320ft x 12ft, 1311/6; 1330ft x 12ft, 1321/6; 1340ft x 12ft, 1331/6; 1350ft x 12ft, 1341/6; 1360ft x 12ft, 1351/6; 1370ft x 12ft, 1361/6; 1380ft x 12ft, 1371/6; 1390ft x 12ft, 1381/6; 1400ft x 12ft, 1391/6; 1410ft x 12ft, 1401/6; 1420ft x 12ft, 1411/6; 1430ft x 12ft, 1421/6; 1440ft x 12ft, 1431/6; 1450ft x 12ft, 1441/6; 1460ft x 12ft, 1451/6; 1470ft x 12ft, 1461/6; 1480ft x 12ft, 1471/6; 1490ft x 12ft, 1481/6; 1500ft x 12ft, 1491/6; 1510ft x 12ft, 1501/6; 1520ft x 12ft, 1511/6; 1530ft x 12ft, 1521/6; 1540ft x 12ft, 1531/6; 1550ft x 12ft, 1541/6; 1560ft x 12ft, 1551/6; 1570ft x 12ft, 1561/6; 1580ft x 12ft, 1571/6; 1590ft x 12ft, 1581/6; 1600ft x 12ft, 1591/6; 1610ft x 12ft, 1601/6; 1620ft x 12ft, 1611/6; 1630ft x 12ft, 1621/6; 1640ft x 12ft, 1631/6; 1650ft x 12ft, 1641/6; 1660ft x 12ft, 1651/6; 1670ft x 12ft, 1661/6; 1680ft x 12ft, 1671/6; 1690ft x 12ft, 1681/6; 1700ft x 12ft, 1691/6; 1710ft x 12ft, 1701/6; 1720ft x 12ft, 1711/6; 1730ft x 12ft, 1721/6; 1740ft x 12ft, 1731/6; 1750ft x 12ft, 1741/6; 1760ft x 12ft, 1751/6; 1770ft x 12ft, 1761/6; 1780ft x 12ft, 1771/6; 1790ft x 12ft, 1781/6; 1800ft x 12ft, 1791/6; 1810ft x 12ft, 1801/6; 1820ft x 12ft, 1811/6; 1830ft x 12ft, 1821/6; 1840ft x 12ft, 1831/6; 1850ft x 12ft, 1841/6; 1860ft x 12ft, 1851/6; 1870ft x 12ft, 1861/6; 1880ft x 12ft, 1871/6; 1890ft x 12ft, 1881/6; 1900ft x 12ft, 1891/6; 1910ft x 12ft, 1901/6; 1920ft x 12ft, 1911/6; 1930ft x 12ft, 1921/6; 1940ft x 12ft, 1931/6; 1950ft x 12ft, 1941/6; 1960ft x 12ft, 1951/6; 1970ft x 12ft, 1961/6; 1980ft x 12ft, 1971/6; 1990ft x 12ft, 1981/6; 2000ft x 12ft, 1991/6; 2010ft x 12ft, 2001/6; 2020ft x 12ft, 2011/6; 2030ft x 12ft, 2021/6; 2040ft x 12ft, 2031/6; 2050ft x 12ft, 2041/6; 2060ft x 12ft, 2051/6; 2070ft x 12ft, 2061/6; 2080ft x 12ft, 2071/6; 2090ft x 12ft, 2081/6; 2100ft x 12ft, 2091/6; 2110ft x 12ft, 2101/6; 2120ft x 12ft, 2111/6; 2130ft x 12ft, 2121/6; 2140ft x 12ft, 2131/6; 2150ft x 12ft, 2141/6; 2160ft x 12ft, 2151/6; 2170ft x 12ft, 2161/6; 2180ft x 12ft, 2171/6; 2190ft x 12ft, 2181/6; 2200ft x 12ft, 2191/6; 2210ft x 12ft, 2201/6; 2220ft x 12ft, 2211/6; 2230ft x 12ft, 2221/6; 2240ft x 12ft, 2231/6; 2250ft x 12ft, 2241/6; 2260ft x 12ft, 2251/6; 2270ft x 12ft, 2261/6; 2280ft x 12ft, 2271/6; 2290ft x 12ft, 2281/6; 2300ft x 12ft, 2291/6; 2310ft x 12ft, 2301/6; 2320ft x 12ft, 2311/6; 2330ft x 12ft, 2321/6; 2340ft x 12ft, 2331/6; 2350ft x 12ft, 2341/6; 2360ft x 12ft, 2351/6; 2370ft x 12ft, 2361/6; 2380ft x 12ft, 2371/6; 2390ft x 12ft, 2381/6; 2400ft x 12ft, 2391/6; 2410ft x 12ft, 2401/6; 2420ft x 12ft, 2411/6; 2430ft x 12ft, 2421/6; 2440ft x 12ft, 2431/6; 2450ft x 12ft, 2441/6; 2460ft x 12ft, 2451/6; 2470ft x 12ft, 2461/6; 2480ft x 12ft, 2471/6; 2490ft x 12ft, 2481/6; 2500ft x 12ft, 2491/6; 2510ft x 12ft, 2501/6; 2520ft x 12ft, 2511/6; 2530ft x 12ft, 2521/6; 2540ft x 12ft, 2531/6; 2550ft x 12ft, 2541/6; 2560ft x 12ft, 2551/6; 2570ft x 12ft, 2561/6; 2580ft x 12ft, 2571/6; 2590ft x 12ft, 2581/6; 2600ft x 12ft, 2591/6; 2610ft x 12ft, 2601/6; 2620ft x 12ft, 2611/6; 2630ft x 12ft, 2621/6; 2640ft x 12ft, 2631/6; 2650ft x 12ft, 2641/6; 2660ft x 12ft, 2651/6; 2670ft x 12ft, 2661/6; 2680ft x 12ft, 2671/6; 2690ft x 12ft, 2681/6; 2700ft x 12ft, 2691/6; 2710ft x 12ft, 2701/6; 2720ft x 12ft, 2711/6; 2730ft x 12ft, 2721/6; 2740ft x 12ft, 2731/6; 2750ft x 12ft, 2741/6; 2760ft x 12ft, 2751/6; 2770ft x 12ft, 2761/6; 2780ft x 12ft, 2771/6; 2790ft x 12ft, 2781/6; 2800ft x 12ft, 2791/6; 2810ft x 12ft, 2801/6; 2820ft x 12ft, 2811/6; 2830ft x 12ft, 2821/6; 2840ft x 12ft, 2831/6; 2850ft x 12ft, 2841/6; 2860ft x 12ft, 2851/6; 2870ft x 12ft, 2861/6; 2880ft x 12ft, 2871/6; 2890ft x 12ft, 2881/6; 2900ft x 12ft, 2891/6; 2910ft x 12ft, 2901/6; 2920ft x 12ft, 2911/6; 2930ft x 12ft, 2921/6; 2940ft x 12ft, 2931/6; 2950ft x 12ft, 2941/6; 2960ft x 12ft, 2951/6; 2970ft x 12ft, 2961/6; 2980ft x 12ft, 2971/6; 2990ft x 12ft, 2981/6; 3000ft x 12ft, 2991/6; 3010ft x 12ft, 3001/6; 3020ft x 12ft, 3011/6; 3030ft x 12ft, 3021/6; 3040ft x 12ft, 3031/6; 3050ft x 12ft, 3041/6; 3060ft x 12ft, 3051/6; 3070ft x 12ft, 3061/6; 3080ft x 12ft, 3071/6; 3090ft x 12ft, 3081/6; 3100ft x 12ft, 3091/6; 3110ft x 12ft, 3101/6; 3120ft x 12ft, 3111/6; 3130ft x 12ft, 3121/6; 3140ft x 12ft, 3131/6; 3150ft x 12ft, 3141/6; 3160ft x 12ft, 3151/6; 3170ft x 12ft, 3161/6; 3180ft x 12ft, 3171/6; 3190ft x 12ft, 3181/6; 3200ft x 12ft, 3191/6; 3210ft x 12ft, 3201/6; 3220ft x 12ft, 3211/6; 3230ft x 12ft, 3221/6; 3240ft x 12ft, 3231/6; 3250ft x 12ft, 3241/6; 3260ft x 12ft, 3251/6; 3270ft x 12ft, 3261/6; 3280ft x 12ft, 3271/6; 3290ft x 12ft, 3281/6; 3300ft x 12ft, 3291/6; 3310ft x 12ft, 3301/6; 3320ft x 12ft, 3311/6; 3330ft x 12ft, 3321/6; 3340ft x 12ft, 3331/6; 3350ft x 12ft, 3341/6; 3360ft x 12ft, 3351/6; 3370ft x 12ft, 3361/6; 3380ft x 12ft, 3371/6; 3390ft x 12ft, 3381/6; 3400ft x 12ft, 3391/6; 3410ft x 12ft, 3401/6; 3420ft x 12ft, 3411/6; 3430ft x 12ft, 3421/6; 3440ft x 12ft, 3431/6; 3450ft x 12ft, 3441/6; 3460ft x 12ft, 3451/6; 3470ft x 12ft, 3461/6; 3480ft x 12ft, 3471/6; 3490ft x 12ft, 3481/6; 3500ft x 12ft, 3491/6; 3510ft x 12ft, 3501/6; 3520ft x 12ft, 3511/6; 3530ft x 12ft, 3521/6; 3540ft x 12ft, 3531/6; 3550ft x 12ft, 3541/6; 3560ft x 12ft, 3551/6; 3570ft x 12ft, 3561/6; 3580ft x 12ft, 3571/6; 3590ft x 12ft, 3581/6; 3600ft x 12ft, 3591/6; 3610ft x 12ft, 3601/6; 3620ft x 12ft, 3611/6; 3630ft x 12ft, 3621/6; 3640ft x 12ft, 3631/6; 3650ft x 12ft, 3641/6; 3660ft x 12ft, 3651/6; 3670ft x 12ft, 3661/6; 3680ft x 12ft, 3671/6; 3690ft x 12ft, 3681/6; 3700ft x 12ft, 3691/6; 3710ft x 12ft, 3701/6; 3720ft x 12ft, 3711/6; 3730ft x 12ft, 3721/6; 3740ft x 12ft, 3731/6; 3750ft x 12ft, 3741/6; 3760ft x 12ft, 3751/6; 3770ft x 12ft, 3761/6; 3780ft x 12ft, 3771/6; 3790ft x 12ft, 3781/6; 3800ft x 12ft, 3791/6; 3810ft x 12ft, 3801/6; 3820ft x 12ft, 3811/6; 3830ft x 12ft, 3821/6; 3840ft x 12ft, 3831/6; 3850ft x 12ft, 3841/6; 3860ft x 12ft, 3851/6; 3870ft x 12ft, 3861/6; 3880ft x 12ft, 3871/6; 3890ft x 12ft, 3881/6; 3900ft x 12ft, 3891/6; 3910ft x 12ft, 3901/6; 3920ft x 12ft, 3911/6; 3930ft x 12ft, 3921/6; 3940ft x 12ft, 3931/6; 3950ft x 12ft, 3941/6; 3960ft x 12ft, 3951/6; 3970ft x 12ft, 3961/6; 3980ft x 12ft, 3971/6; 3990ft x 12ft, 3981/6; 4000ft x 12ft, 3991/6; 4010ft x 12ft, 4001/6; 4020ft x 12ft, 4011/6; 4030ft x 12ft, 4021/6; 4040ft x 12ft, 4031/6; 4050ft x 12ft, 4041/6; 4060ft x 12ft, 4051/6; 4070ft x 12ft, 4061/6; 4080ft x 12ft, 4071/6; 4090ft x 12ft, 4081/6; 4100ft x 12ft, 4091/6; 4110ft x 12ft, 4101/6; 4120ft x 12ft, 4111/6; 4130ft x 12ft, 4121/6; 4140ft x 12ft, 4131/6; 4150ft x 12ft, 4141/6; 4160ft x 12ft, 4151/6; 4170ft x 12ft, 4161/6; 4180ft x 12ft, 4171/6; 4190ft x 12ft, 4181/6; 4200ft x 12ft, 4191/6; 4210ft x 12ft, 4201/6; 4220ft x 12ft, 4211/6; 4230ft x 12ft, 4221/6; 4240ft x 12ft, 4231/6; 4250ft x 12ft, 4241/6; 4260ft x 12ft, 4251/6; 4270ft x 12ft, 4261/6; 4280ft x 12ft, 4271/6; 4290ft x 12ft, 4281/6; 4300ft x 12ft, 4291/6; 4310ft x 12ft, 4301/6; 4320ft x 12ft, 4311/6; 4330ft x 12ft, 4321/6; 4340ft x 12ft, 4331/6; 4350ft x 12ft, 4341/6; 4360ft x 12ft, 4351/6; 4370ft x 12ft, 4361/6; 4380ft x 12ft, 4371/6; 4390ft x 12ft, 4381/6; 4400ft x 12ft, 4391/6; 4410ft x 12ft, 4401/6; 4420ft x 12ft, 4411/6; 4430ft x 12ft, 4421/6; 4440ft x 12ft, 4431/6; 4450ft x 12ft, 4441/6; 4460ft x 12ft, 4451/6; 4470ft x 12ft, 4461/6; 4480ft x 12ft, 4471/6; 4490ft x 12ft, 4481/6; 4500ft x 12ft, 4491/6; 4510ft x 12ft, 4501/6; 4520ft x 12ft, 4511/6; 4530ft x 12ft, 4521/6; 4540ft x 12ft, 4531/6; 4550ft x 12ft, 4541/6; 4560ft x 12ft, 4551/6; 4570ft x 12ft, 4561/6; 4580ft x 12ft, 4571/6; 4590ft x 12ft, 4581/6; 4600ft x 12ft, 4591/6; 4610ft x 12ft, 4601/6; 4620ft x 12ft, 4611/6; 4630ft x 12ft, 4621/6; 4640ft x 12ft, 4631/6; 4650ft x 12ft, 4641/6; 4660ft x 12ft, 4651/6; 4670ft x 12ft, 4661/6; 4680ft x 12ft, 4671/6; 4690ft x 12ft, 4681/6; 4700ft x 12ft, 4691/6; 4710ft x 12ft, 4701/6; 4720ft x 12ft, 4711/6; 4730ft x 12ft, 4721/6; 4740ft x 12ft, 4731/6; 4750ft x 12ft, 4741/6; 4760ft x 12ft, 4751/6; 4770ft x 12ft, 4761/6; 4780ft x 12ft, 4771/6; 4790ft x 12ft, 4781/6; 4800ft x 12ft, 4791/6; 4810ft x 12ft, 4801/6; 4820ft x 12ft, 4811/6; 4830ft x 12ft, 4821/6; 4840ft x 12ft, 4831/6; 4850ft x 12ft, 4841/6; 4860ft x 12ft, 4851/6; 4870ft x 12ft, 4861/6; 4880ft x 12ft, 4871/6; 4890ft x 12ft, 4881/6; 4900ft x 12ft, 4891/6; 4910ft x 12ft, 4901/6; 4920ft x 12ft, 4911/6; 4930ft x 12ft, 4921/6; 4940ft x 12ft, 4931/6; 4950ft x 12ft, 4941/6; 4960ft x 12ft, 4951/6; 4970ft x 12ft, 4961/6; 4980ft x 12ft, 4971/6; 4990ft x 12ft, 4981/6; 5000ft x 12ft, 4991/6; 5010ft x 12ft, 5001/6; 5020ft x 12ft, 5011/6; 5030ft x 12ft, 5021/6; 5040ft x 12ft, 5031/6; 5050ft x 12ft, 5041/6; 5060ft x 12ft, 5051/6; 5070ft x 12ft, 5061/6; 5080ft x 12ft, 5071/6; 5090ft x 12ft, 5081/6; 5100ft x 12ft, 5091/6; 5110ft x 12ft, 5101/6; 5120ft x 12ft, 5111/6; 5130ft x 12ft, 5121/6; 5140ft x 12ft, 5131/6; 5150ft x 12ft, 5141/6; 5160ft x 12ft, 5151/6; 5170ft x 12ft, 5161/6; 5180ft x 12ft, 5171/6; 5190ft x 12ft, 5181/6; 5200ft x 12ft, 5191/6; 5210ft x 12ft, 5201/6; 5220ft x 12ft, 5211/6; 5230ft x 12ft, 5221/6; 5240ft x 12ft, 5231/6; 5250ft x 12ft, 5241/6; 5260ft x 12ft, 5251/6; 5270ft x 12ft, 5261/6; 5280ft x 12ft, 5271/6; 5290ft x 12ft, 5281/6; 5300ft x 12ft, 5291/6; 5310ft x 12ft, 5301/6; 5320ft x 12ft, 5311/6; 5330ft x 12ft, 5321/6; 5340ft x 12ft, 5331/6; 5350ft x 12ft, 5341/6; 5360ft x 12ft, 5351/6; 5370ft x 12ft, 5361/6; 5380ft x 12ft, 5371/6; 5390ft x 12ft, 5381/6; 5400ft x 12ft, 5391/6; 5410ft x 12ft, 5401/6; 5420ft x 12ft, 5411/6; 5430ft x 12

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LOOSE covers perfectly tailored in super quality Bedford cord available for over 150 different cars, 1935 to 1954. (0652/R)

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AUCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath. Detailed advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the Auctioneers. (Tel. 607.) (0299)

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EXPORTERS. KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of new war surplus and second-hand components and accessories; write us for everything. (0420/R)

DIFFICULT car parts 28 Austins being dismantled, is yours here? 10hps of 1946/39/37/35/34/33 and W.D. 12hps of 1938/37/36/35/34/33; 7hps of 1937/36/35/33; 14/16hps of 1939/37/35/32; 16hps heavy 1936/34/32/31; 18hps of 1938/36/35; 20hps of 1935/34/32 and many other makes; 32 Morris being dismantled: Minors, 1934/32/31/30; Elshia, 1938/37/36/35; Tena, 1942/40 W.D. 1939/37/36/35/34; Twines, 1939/37/36/35/34; Fourteens, 1939/36/37/36; Fifteens 1935/34/33; Sixteens, 1937/36/34/33; Isis 1934/32 M.G. 19hp 1937/36; many other makes.—"Motolympia." Bailey Head, Oswestry, Tel. 460. (0424/R)

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PARTS AND ACCESSORIES

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PORTAGRID telescopic roof rack, one model fits any car; £3 19/6.—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0114/R]

WATMAC Dragoman patent detachable roof rack, suitable for any saloon car, fitted or removed in minutes without alteration to car; from 6 to 8 ins; state make, year, and model. [0239/R]

WATNEY MOTOR ACCESSORIES CO., Ltd., Blaby, Leics. [0239/R]

VICTORIA expanding roof rack, now fits any car, quickly interchangeable, strong, lasting, £5/7/6. Minor rack, £4/7/6. Alpine two-bar rack, £3/15/-; also Victoria claw, 15/-; all carriage paid U.K.; tarpaulins from your garage.—Now manufactured exclusively by Victoria Motors, Ltd., Sales 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0698/R]

CHROMIUM plated tubular steel grids for XK120 (panel and boot lid), Austin-Healey, Sunbeam-Talbot, £7/10; M.G. models to £4.15; T.C., T.D., T.F. with back rail, £5. Morris Minor, Austin 8, Standard 8, £5/15; Regal super roof racks, cadmium plated, wooden slats, £5/19/6, other types from £4/4; for hire, 10/- per week; bumper fixing grids for Morris 8, Ford 8 and 10s, 45/-, Minx, Morris 10 and 12, 49/-; postage 2/6.—Derrington, 159-161, London Rd., Kingston 5621-2. [M107/R]

REGAL (Pat. pend.) Roof Rack—the very latest Continental style, one model fits any car, all welded steel frame, absolutely rust proof, polished ash slats, instantly fitted without tools, unique self-adjusting clamps hold rack rock steady, reduce stress, special self-aligning feet prevent damaged bodywork, strong, light weight, ultra smart, will carry maximum weight your car roof will stand, safeguard car and cases, start now carrying extra luggage the modern way; £5/19/6 each, carriage free, from garages or direct.—Frank Bros. (Dept. A.C.), 129, King's Rd., New Malden, Surrey. Tel. Malden 2779. [0994/R]

SAFETY GLASS

TRIPLEX.
EXPRESS REPLACEMENT SERVICE—wholesale and retail.
LONDON, Newton's (Kensington), Glass Merchants, L266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

WATFORD, Balmer's Glass Merchants, Derby Rd., Watford. Tel. Watford 4268.

SOUTHDOWN: Smith's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea. Tel. Southend 46248.

ALL the above are official Triplex stockists. [0835/R]

D. W. PRICE. [0835/R]

FIT while you wait.—Neasden Lane, N.W.10 (Gla. 7811); 2a New Cross Rd. (New Cross 3856); Savoy Parade, Enfield 3170; Tancred St., Taunton 296. [0019/R]

TRIPLEX—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windcreens." [0142/R]

SEATS AND WINDOWS

COMFORTABLE folding bench seats to carry passengers in vans and utilities; all types of car and van seats; set of 4 chrome or Valloy side windows for all makes of vans and utilities. From £13.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0381/R]

SHOCK ABSORBERS

ARMSTRONG—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or—
MAIN DISTRIBUTORS—
LONDON and the South of England.
PARR EQUIPMENT CO., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (3 lines).
BIRMINGHAM, West Midlands and Central Wales:—
MARLEY & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27, Acocks Green 0901.
EAST MIDLAND Eastern Counties and South Yorks:—
DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8.
NORTH-WEST England:—
BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester 16. Moss Side 2245-6.
SCOTLAND:—
JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4137.
SPECIAL telescopic conversion for Austin Cambridge, 45/- per unit complete. [0496/R]

SHOCK ABSORBERS

SHOCK absorbers.
If you are still dissatisfied with your shock absorbers, replace them with Newton hydraulic suspension control and get the best ride.

UNITS and brackets from stock for most popular cars from any Newton distributor or direct.
NEWTON & BENNETT, Ltd., Valetta Rd., Acton, W.3. Tel. She. 5443. [0104/R]

NORTH-WEST London:—

STOCKIST and fitting service. Woodhead-Monroe, Tealeo and Rotoflo; conversion sets available; full trade discount.
W. E. HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8. Cun. 7335/8705. [M2044/R]

JOHN A. SPARKS & Co., the

GIRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately.
JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434. [0356/R]

TELEFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

LEVELS out the bad roads, providing extra comfort.

AERATION and frothing troubles eliminated by exclusive patent.

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex.

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7. [0078/R]

SEE our advert under "Independent Suspensions."—
A. H. Hobbs & Son. [2917/R]

30/-—Exchange reconditioned shock absorbers.—
Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R]

THE London main distributors for "Rotoflo" and "Tealeo" shock absorbers in East and West areas are Messrs. Shock Absorber Service, Ltd.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Ambers 6468 and 6644.

WEST London Depot, 364, Uxbridge Rd., Shepherds Bush, W.12. Tel. Shepherds Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebuilding of your linkage for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0152/R]

RECONDITIONED shock absorbers, exchange service, popular types 32/6 each; list free.—Young's 20-82, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R]

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [4731/R]

ACCENT on service.—Old dampers or linkages exchanged "as is" for all British, American and Continental types; six months' guarantee.—Baillie & Hurn, "The Girling People," 31-39, Hopehill Rd., Glasgow, N.W. Douglas 1762. [0997/R]

ALL types British, Continental, American shock absorbers and suspensions, new, reconditioned, guaranteed, reasonable! Conversions to telescopic trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0004/R]

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, complete kits available M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros 4141. [0250/R]

SPEEDOMETERS

RICHFIELD.
SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and guaranteed, reasonable! Conversions to telescopic types, others within 48 hours, any make handled by our fully qualified staff; in repairs guaranteed.—See below.

SPEEDOMETER cables—20,000 in stock, any make or type; state rear, make and h.p.; all cables guaranteed.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wei. 0402 (5 lines). Established 1938. [0070/R]

SPEEDOMETER SUPPLY CO., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2730. [0165/R]

PRIDE & CLARKE, Ltd.—All spares in stock, speedometer repairs, immediate replacement for most types and quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0742/R]

AUTO TEMPO METER CO., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stock of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0635-4. [0546/R]

SPRINGS

LARGE stocks for almost all cars, 1950 to 1950; front and rear.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605. [4698/R]

LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0515/R]

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. —Repaired or manufactured, all springs tested for static load and rate of def.—36a, High St., Wimbledon. [0251/R]

TOLEDO-WOODHEAD Ridemaster will cure your spring trouble from 50/- per set.—From your garage or main distributors for London and the South, Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0930/R]

STEERING WHEELS

RIGID & spring—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0981/R]

SUPERCHARGERS

ARNOTT low-pressure supercharger your car.

FOR instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Fiat, Renault, etc.

ALSO Arnott high-pressure competition models.

CARBURETTORS, Ltd., Grange Rd., N.W.10, Willesden 5501. [0177/R]

MARSHALL-NORDEC low-pressure supercharger installations are guaranteed to increase performance by over 35%, giving outstanding acceleration and hill-climbing, installations for Ford, M.G., Morris Minor, Riley 1½-litre Triumph, Vanguard, etc. for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Westway, Caterham Surrey. [0755/R]

TYRES AND TUBES

MARBLE ARCH.

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Coleridge Rd., S.E.3. Tel. Rodney 2181. And branches. [M3002/R]

TYRES—Tyres—Tyres.

MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

CLYDELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 7728. [0565/R]

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—97, St. Paul's Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R]

COACHCRAFT, Elm Rd., Evesham. Tel. 6539, for

FIRST grade guaranteed heavy duty new Goodyear rubber remould tyres; compare the value:

550 x 15, £2 16/2; 590 x 15, £2 15/9; 600 x 15, £3 1/6; 500 x 16, £2 6/6; 525 x 16, £2 15/4; 550 x 16, £2 17/2; 575 x 16, £3 6/0; 600 x 16, £3 5/3; 550 x 17, £3 0/0; 500 x 17, £4; other sizes pro rata; carriage by first passenger train, 4/- extra per tyre.

SATISFACTION assured or money refunded under maker's full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [M1055/R]

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1673. [M4070/R]

PRIDE & CLARKE, Ltd., for new tyres and remould tyre bargains, quotations by return, state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. [0758/R]

TYRES, tubes (used and remoulds) 15in, 14in, 13in, 16in, 17in, 18in, 19in, 20in, 21in, also odd sizes.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0887/R]

BULL'S—A tyre for every job; new and remoulds; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tem Bar 1747. [0774/R]

450 x 17, 450 x 16, 525 x 16, 525 x 16, brand new heavy non-skid pattern remoulds, 60/- each, if returned first passenger train, your cash refunded within 7 days of receipt.—Delves Tyre Works, 118, Queens Head Rd., Handsworth, Birmingham. [0505/R]

TYRES—New, slightly used and rebuilt in all car, truck and tractor sizes; write stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5021 and 5122, Wire Goswellto, Norwest, London. [0087/R]

5000 guaranteed remould tyres: 500 x 19, 61/6; 500 x 18, 60/6; 500 x 16, 55/3; 500 x 17, 59/3; 550 x 16, 67/3; 550 x 18, 73/3; 600 x 16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0224/R]

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—
W. & L. Page, Pottery Rd., Brentford, Middlesex Tel. Ealing 5538. [0650/R]

MOST types of easy clean and wire wheels in stock.
C. Turner & Knight, Southfield Paddocks, Poppes Lane, Ealing, London, W.5. Eal. 4298. [0676/R]

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0882/R]

CLARE'S MOTOR WORKS—Large stock wheels, car, heavy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R]

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. —Wire wheels repaired, converted, respined, re-enamelled, Easy clean wheels repaired, retread.—56a, High St., Wimbledon. [0638/R]

6000 car wheels second-hand, all types and years guaranteed in stock; quotation by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0222/R]

WINDSCREENS, WIPERS, ETC.

AUSTIN 7 1952-34, 4/5; Ford 8/10, 4/5/6, trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R]

BRITISH STEEL FRAME CO., Ltd., 205, Camdorrig Heath Rd., E.2, manufacture sports and special windcreens for Ford, Austin 7, Ford and sliding windows for utilities.—Bishopsgate 9611-3. [0902/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GODDARD & SMITH.
PROFESSIONAL advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

GODDARD & SMITH, 22, King St., St. James's, S.W.1. Wht. 2721 (20 lines). (0290) R
A. H. LANSLEY, 52-53, Friar St., Reading (Tel. A 4632).—Business transfer specialists and valuers since 1890. [4246]

ADRIDGES for motor businesses, garages & filling stations; specialist services in sales, purchases and valuation in Home and Southern Counties.

KENT—A.21, Sevenoaks-Tonbridge, filling station and cafe, 6 pumps, workshop and cafe, prominent site, suitable development; freehold, £8,200, equipment and s.v. [4246]

ENQUIRIES are invited to Estate Department, William Road, N.W.1. Eus. 2552/2745, 4515.

FOR sale, garage and cottage, complete Teacomet equipment, cheap for quick sale; freehold £4,250. —Burley, Westcliff Garage, Addington St., Ramscote. [5127]

GARAGE, petrol sales and servicing, London, with enormous scope to improve net profits of £56 weekly, 13-year lease, moderate rental; £6,500 (mortgage arranged).

ADRIAN BARR & Co., Garage Specialists, Ludgate Gdns E.C.4. City 2556. [4970]

SMALL commercial garage, very well equipped, modernized cottage, phone, main electric and water; freehold, no opposition; domestic reasons for selling; private sale; further details.—Box 6379. [4899]

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14, Ship St., Brighton, 1 (Tel. 32364), offer the following:—

ISLE OF WIGHT—Main road garage and filling station; 3-bedroom house; freehold; £4,500. [4246]

WARWICK—Modern main road garage filling station and motor cycle sales; petrol sales 42,000 galls; modern detached house; freehold; £7,000 s.v. [4246]

HANTS—A junction of two main roads; filling station and garage with accommodation; petrol sales exceed 1,000 galls weekly; all-att; £3,000. [4246]

HANTS—Important main road garage and engineering works with attractive accommodation; petrol sales of around 100,000 galls per annum and net profits of over £5,000 per annum; freehold, goodwill and valuable equipment; £25,000, s.v. [4246]

FURTHER particulars of the above and other garages available from Messrs. Gladding, Son & Wing, at above.

WELL-EQUIPPED up-to-date garage, very busy main London to coast road, Sussex; good local repair and petrol trade, going concern, nice house, with plenty of room for expansion; freehold, including valuable equipment; price £11,500.—Box 6412. [4994]

SURREY, in centre of village, old-established freehold garage and filling station including workshops, showrooms, 3 pumps, hire car, tools, plant and equipment, with two 3-bedroom houses, vacant possession, agency held; £13,000.—Box 6466. [5178]

CHURCH HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application stating requirements, to 39, Kent Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. (M1047)

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 35, High St., N.W.3, The Hampstead 4614. [0546] R

EXCELLENT filling station/garage, Middlesex, occupying the prominent position and comprising modern brick-built workshops, 5 pumps, turnover approx. £1,000 p.w., petrol sales approx. 3,500 galls. p.w.; price £15,000 freehold, s.v.; substantial mortgage available.

ANTHONY D. LEWIS & Co., 95, High St., Esher E577-8-9. (B/624). [0207]

WEST London motor repair business, well-known company mainly, extremely well equipped and showing £2,000 p.a. profit; price for valuable lease, equipment, stock and goodwill, £4,500; vendor would remain 6 months to ensure continuity.

ADRIAN BARR & Co., Garage Specialists, Ludgate Gdns E.C.4. City 2556. [4969]

SOUTHAMPTON grocer would exchange long established sound business and dwelling (freehold) for filling station or any other genuine proposition which will provide change of occupation and rural home between 50 miles west and north of Southampton; principals and agents suggestions welcomed.—Box 6473. [5185]

COASTAL town (B.W.), commanding position, main entrance to busy seaside resort, old established filling station, owner now retiring, modern house subdivided to three, rates lettable at high rentals. Four electric pumps 60,000 galls excellent hire connection, 11 lock-up garages showroom with agency of leading makers, extensive accessories sales connection; all modern equipment and in excellent order throughout; freehold, goodwill, fixed plant, £18,500, s.v.—Box 6476. [5257]

BUSINESS AND PROPERTY

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2 have over 50 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000; mortgages arranged on all propositions offered; comprehensive details on request.

FILLING Station, no repairs, main road position near Hanbury, beautiful country surroundings; three-pump site, approximately 20,000 gallons p.w.; detached owner's bungalow in impeccable condition throughout; 3 bedrooms, 3 reception rooms, kitchen, bathroom, toilet; £4,500 freehold, s.v.; £2,500 mortgage available. Folio 8100.

FILLING Station, no repairs, Somerset; busy well-developed site and residence in beautiful country surroundings, four modern electric pumps and well-designed forecourt; annual gallonage 76,000, no agency, easy hours, owner's bungalow accommodation; 2 reception rooms, 3 bedrooms, bathroom, kitchen, toilet; charming gardens, large mortgage available on the asking price of £12,500 s.v. Folio 8099.

GARAGE filling station and transport cafe, situated on A.12 highway south of Colchester, 4-pump site with long main road frontage, standing in 12½ acres, annual throughput of 60,000 gallons, p.a. £30 annually, cafe takings £250 per week showing high nett, agency and d.e.r.v. pumps recently installed, small well-equipped workshop, brick built bungalow; the vendor will grant a new 21 years' lease at £250 exclusive; first-class opportunity at £4,750, s.v., for the good-will, trade fixtures and fittings as a going concern; £2,750 mortgage available. Folio 8117.

Business & Property Wanted
REQUIRED immediately for genuine buyers, garages and filling stations, all dists., all prices; sales arranged privately and confidentially.

ADRIAN BARR & Co., Garage Specialists, Ludgate Gdns E.C.4. City 2556. [4971]

NORMAN MASON & Co., Business Brokers, 10, St. Mark's Hill, Surbiton, Surrey (Tel. Elmbridge 4569), require garages, filling stations, London & Home Counties, for substantial applicants. [4758]

PETROL filling station wanted to buy freehold with living quarters within 60 miles London, on a busy road in rural or country, South or South-west.—Owner or agent please write stating price, etc.—Box 6462. [5174]

TWO partners require filling station, up to £15,000 (£10,000 cash), at present in car sales London area, must be on good main road and preferably not more than 100 miles from London; replies will be treated in strict confidence.—Box 6462. [5174]

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry.—Box 6501. [5201]

GARAGES and petrol filling stations in the West Country required for a large number of active buyers, owners invited to send brief details to—George Chapman & Co., F.V.I., Estate Agents & Valuers, 6, Worcester St., Gloucester. [4212]

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2 have over 50 personally inspected and recommended garages for sale throughout England for waiting applicants; full market value obtained for genuine concerns, personal inspection of all propositions offered; distance no object. [4758]

URGENTLY required on behalf of clients, garage business with main agency for popular make of car, anywhere in the British Isles; all information treated in the strictest confidence. Please communicate to Ref. 9 Goddard & Smith, 22, King St., St. James's, London, S.W.1. Tel. Wht. 2721. [5037]

BUSINESS OPPORTUNITY

LIMITED investment and active participation in sound garage/filling station, required by assistant manager in the trade.—Box 6462. [4966]

DEALERS require permanent source of disposal for older part exchange cars and commercial vehicles in £20-£30 category; suggestions for a working basis invited from reputable members of the trade.—Box 6408. [4973]

SITUATIONS VACANT

The engagements of persons serving these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order 1952.

WANTED, an experienced Ford storekeeper.—Verulam Motor Co., Ltd., London Rd., 15, Alians. [4623]

EXPERIENCED motor salesman required.—Apply, John Campbell Motors, Ltd., 50, Stoke Newington Rd., N.16. [01056]

EXPERIENCED salesman required.—Apply for application form to Calfins, Ltd., Meads Rd., Eastbourne. [4923]

SALESMEN required to carry few additional quick-selling accessories to garages and wholesalers; state areas covered.—Box 6409. [4974]

FITTER wanted; only first-class men need apply in writing to Beverley Motors, Coombe Rd., New Malden, Surrey. [2140]

SITUATIONS VACANT

COMPANY secretary for West-End motor agents, able to take full charge of office and staff; experience in motor industry essential.—Full particulars to Box 6385. [4916]

SERVICE manager required by Fyde Coast Distributors, good salary and commission for keen, fully qualified man; give all details of past experience and remuneration.—Box 6387. [4913]

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to drive new repair service for which there is no competition.—Apply Box 2360. [4269]

FIRST-CLASS salesman required by Austin distributors, knowledge of commercial vehicle sales essential.—Steels (Swindon), Ltd., Drove Rd., Swindon, Wilts, Tel. Swindon 4055. [5054]

EXPERIENCED sales representative required for car and commercial department with a Ford main dealer in Essex; apply in writing, giving full details.—Box 6295. [4619]

R include supervision of petrol station and public garage.—Apply in writing to Godfrey Davis, Ltd., 112, North End Rd., W.1. [4944]

SALESMAN required for Standard, Triumph agents Home Counties, experience in buying and selling used cars, would consider keen, young man.—Write, giving full particulars.—Box 6379. [4899]

EXPERIENCED mechanics required for Ford main dealers, also experienced automobile electricians; good rates and conditions.—Apply in writing to Manager, Cleas, King St., Saffron Walden, Essex. [4896]

BLACKPOOL distributors require experienced car and commercial vehicle salesman; permanent progressive position, carrying salary, commission and transport; give all details of past experience.—Box 6386. [4919]

WANTED, capable working foreman for a motor workshop in a large town in British East Africa; must have full mechanical knowledge and practical experience of at least 20 years of good-class work.

DRAUGHTSMAN required for specialised heavy vehicle design work; man with good general engineering background considered for further training; good commencing salary; permanent and superannuated post.—West of London district.—Box 6477. [5258]

FIRM of motor traders require part time representative in London and Home Counties; attractive commission rates fixed by mutual agreement; applications can only be considered from those not employed in the trade on a full-time basis.—Box 6407. [4972]

CAR salesman wanted by expanding company in Newbury wide scope and good prospects; experience an advantage.—Write stating full particulars in confidence to Central Newbury Car Auctions, Bartholomew St., Newbury. [5056]

PARTS manager required by expanding Ford main dealer, London, position offers great scope; ambitious man already earning good salary who wants to get on; write in fullest confidence to—General Manager, Box 6522. [4717]

MANAGER required for modern Ford depot, London, considerable scope for ambitious man of good education and personality at present earning £1,000 year or over; write in complete confidence to—Director, Box 6329. [5040]

SKILLED mechanic required for car sales department must be able to work without supervision and to turn out first-class work; good rates and working conditions, pension scheme.—Trinity Cars, Ltd., 34 Northside, Wandsworth Common, S.W.18. Vandyke 1166. [M4034]

SKILLED automobile fitters and electricians urgently required by Surrey Nutfield distributors; top London rates of pay plus merit money; modern premises and equipment, facilities for advancement.—Phone, call or write Works Director, Woodcote Motor Co., Ltd., Church St., Epsom. Tel. Epsom 1254 (5 lines). [5049]

WORKING foreman required by old-established garage and filling station south-east Essex; applicant must have thorough all-round experience and full mechanical knowledge; be keen, hard working and pleasing manner and able to take charge when required; must be able to produce first-class and up-to-date references; not over 45; permanency right hand.—Box 6468. [5180]

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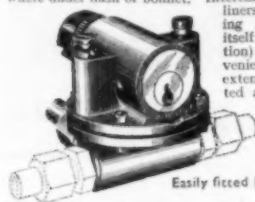


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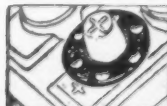
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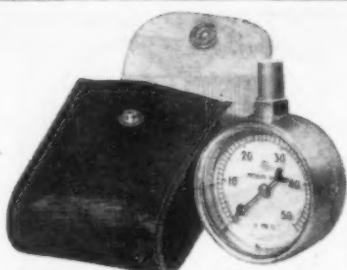
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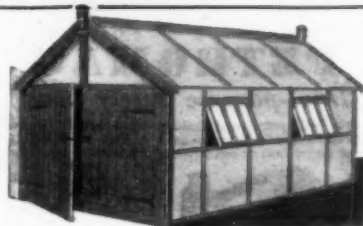
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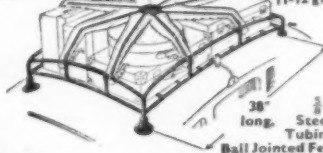
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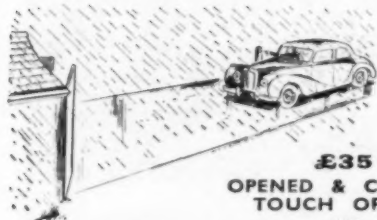
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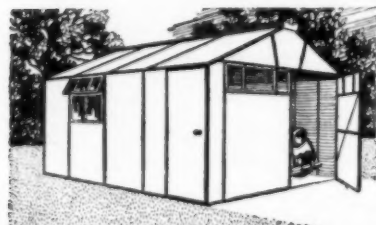
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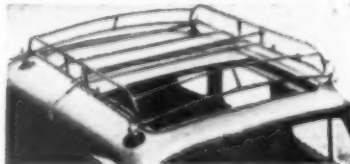
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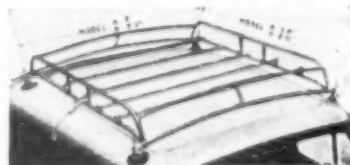
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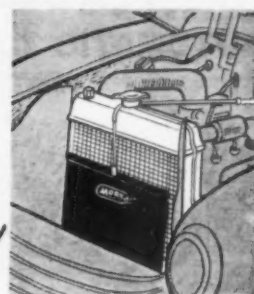
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